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INSIDE

MONSTER ENERGY MOTOCROSS NATIONALS
GOPHER DUNES, STE-JULIE AND MONCTON
YOUNG STARS ON THE RISE - RICHARD GREY
JAY BURKE - HARD WORKING HERO

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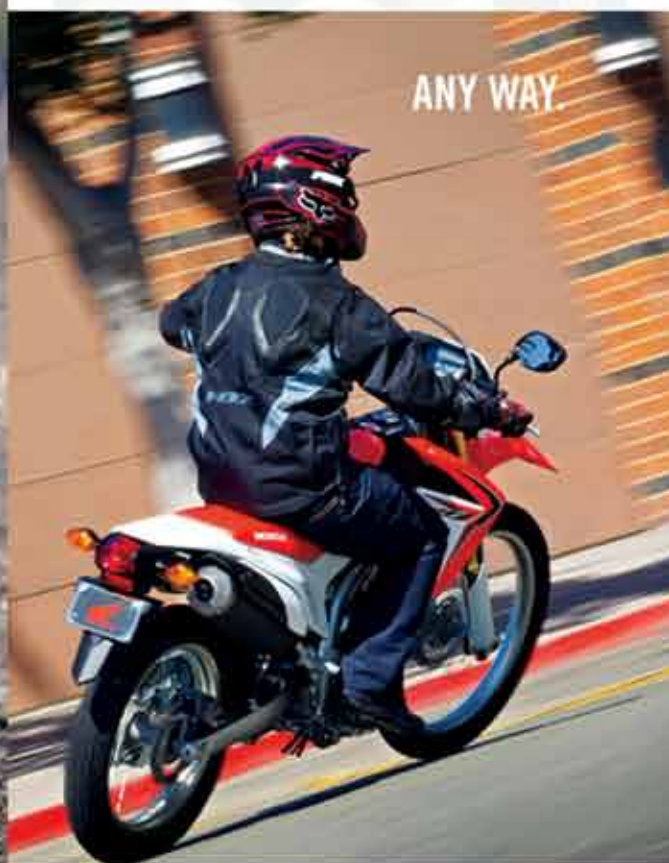

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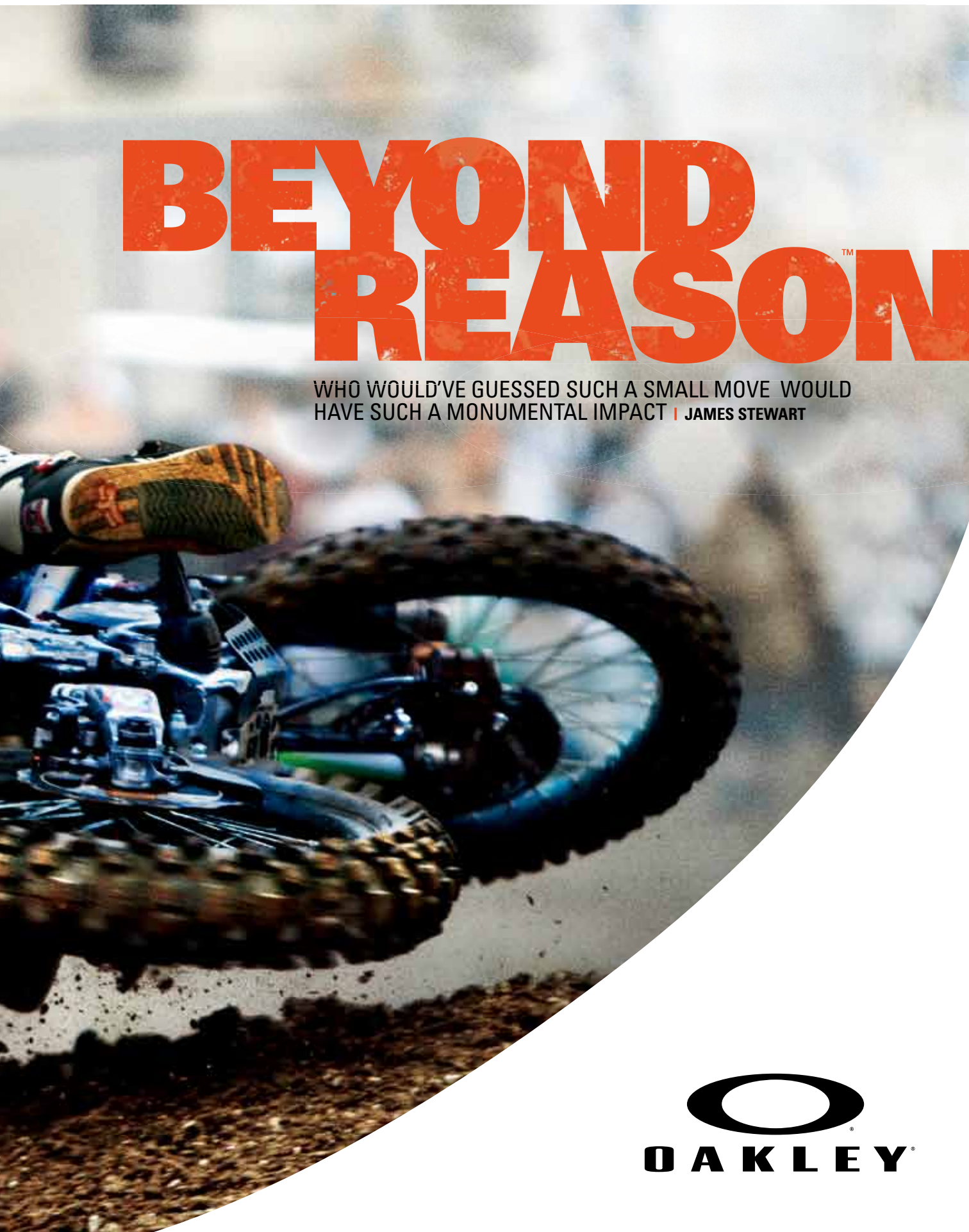

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BY RYAN GAULD
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DAVID PINKMAN,
CLAYTON RADCOT
AND MARC LARGENT

COVER BOY

DUSTY KLATT
FAMILY MAN

To become a champion is to travel down a long road. The road has many ups and downs but once you reach that final stage when the #1 plate gets handed to you, you know it was all worth it. KTM Red Bull Royal Distributing Pro rider Dusty Klatt has been fortunate enough to travel this road many times to grab four Canadian titles; two in MX2 and two in MX1. Dusty is the model of a champion. He is quite stylish on a motorcycle and makes it look easy. Kids dream of one day being able to ride like the champion from Campbell River, BC. When Dusty first came on the scene back in 2000 as a rookie Pro you saw things that gave you the feeling he would make it one day. Twelve years later he has accomplished more than what many expected. He's a champion, an ambassador and now a proud father. A long road travelled indeed but well worth the ride.

The 2012 season has not gone as planned for Dusty. The media has been harsh on him but he has never wavered from his goal, which is to win races and be in the title hunt. The first four rounds saw some uncharacteristic finishes from the four-time champion. Many of us were questioning whether or not he was still into racing or if he was just not comfortable on his new machine, but Dusty has been very cool about the entire situation. He kept showing up and giving it his best, but sometimes the cards just don't fall your way.

Champions know how to turn a rough situation into a smooth one and he did just that at the sixth round of the series. It took a lot longer than KTM or any of his other sponsors wanted but what we saw that day when he went 2-1 for the overall in Ste-Julie was a rider that was able to fight off all the criticism and just go ride a dirt bike the best way he knows how: fast. It was remarkable to see. So many of us lost faith in him but Dusty knew the day would come. He destroyed the field and once again proved that he is one of the best racers in Canada and the world. We applaud his tenacity to never give up like so many others would. Dusty Klatt will also be recognized as one of the great[illegible] never seen. He got [illegible] that over and over again as he [illegible] back to the top of the championship pile. He may not [illegible] again in 2012, but he sure will be [illegible] as he can every time he's on the [illegible]

MONSTER ENERGY MOTOCROSS NATIONALS

By Ryan Gauld, Photos by Dan Thornton

ROUND SEVEN AT RIVERGLADE MX PARK, MONCTON, NB:

EAST COAST HOSPITALITY

There's a certain feeling you get each and every time the Monster Energy Motocross Nationals enter the province of New Brunswick. It's a warm, heart filled, comfortable feeling as if you were in your own home. The Riverglade MX Park celebrated their 20th anniversary as a motocross facility. That's one great accomplishment and very unheard of in this industry. I can only count a few that have been around 20 years or more, but to go 20 years, continually progressing each year, making improvements and showcasing the very best the Atlantic region has to offer is a pretty special feat in itself. In today's world you find it hard to keep a MX track open because of government legislation, whiny neighbors or for insurance reasons. Not Riverglade. They have been through it all. If only the people that try to close our tracks down on a regular basis in other provinces saw the special family fun atmosphere that Riverglade offers, we'd have tracks growing at a steady pace. The Atlantic region makes us realize and cherish what we have in the motocross world. Thirty-five years and counting at Riverglade; this year was another amazing time to "invade the Glade".

Prior to round seven, both the MX2 and MX1 classes have been full of drama. There haven't been very many different winners but the racing has been spectacular. Parody is the blood that helps keep the fans in the stands and that's kind of what we've had in 2012. Matt Goerke and Teddy Maier, aboard their Monster Energy Leading Edge Kawasakis, have been dominating along with a few orange bikes and one blue bike in the mix, but the classes are full of great riders that prove each weekend that no matter the points gap or the drama behind the scene, when the gate drops the 85 stops and each rider gives it their all in hopes of winning or chasing a goal of being a contender. We saw that in Moncton this year. From a fan's standpoint, which I am big time, I was these racers trying as hard, which makes me feel so good about the future of these racers. Riders like Jeremy Medaglia, Spencer Knowles, Jared Allman, Parker Allman, Topher Ingalls, Brad Nauditt, Richard Grey, Keyton Meeker, Jared Petruska and Dylan Kaelin are just a few in MX2; in MX1 you have Bobby Kinny, Gavin Gospik, Dusty Klatt, Morgan Burger, Jay Burke, Shawn Maffenbeier and more. All these racers know the light at the end of the tunnel doesn't shine bright at times, yet they still give it 110% each time they're on the track. That earns the respect of this moto fan more than they know.

Dunay KTM's Keven Benoit killed it at "The Glade".

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EXPOSED **BEATS IS BEATEN!!** - Kyle Beaton is known as one of the best starters ever in Canada. He proved it to us one more time at Riverglade MX Park on his #108 Monster Energy Leading Edge Kawasaki. Not long after this shot was taken, Beats hit the ground hard in a crash with friend Spencer Knowles. Knowles walked away but Beats came away with a badly broken ankle. Shattered is the word that is being used. Could this horrific injury be the end of Kyle Beaton? We hope not but we also know that injures like this can be very tough to bounce back from. We wish Kyle a fast recovery so he can once again can return to racing.

Photo by Dan Thornton

EXPOSED **WHAT COULD HAVE BEEN?** - Kaven Benoit has shown that he is the fastest man in the east by claiming overall wins and dominating the MX2 class. Unfortunately, he was injured at the beginning of the year and was forced to miss the western rounds. If he is able to race the entire series with the speed he has shown at the second half of the series, I would say he is the #1 pick for the title in 2013.

Photo by Marc Landry

OAKLEY

EXPOSED

KLATT RETURNS - There are not too many people who can argue that Dusty Klatt is one of the best riders this country has ever produced. It was hard to share these thoughts about Dusty out west as he could never seem to make it happen. Once we got east and with a few changes to the bike, Klatt returned with a dominating win in Ste-Julie and showed us all to never forget that this kid has some serious, mad skills!!

Photo by Randy Wiebe

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EXPOSED **WHIP MASTER** - Tyler Villopoto has shown us some serious heart in 2012. He has also shown us that he can whip and scrub a bike as best as anybody in the business. There are already rumours that he will be coming back to race MX2 in 2013 for Monster Energy Leading Edge Kawasaki. I can only imagine the type of bike control he would have on the little machine.

Photo by Dan Thornton

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SCHROEDER
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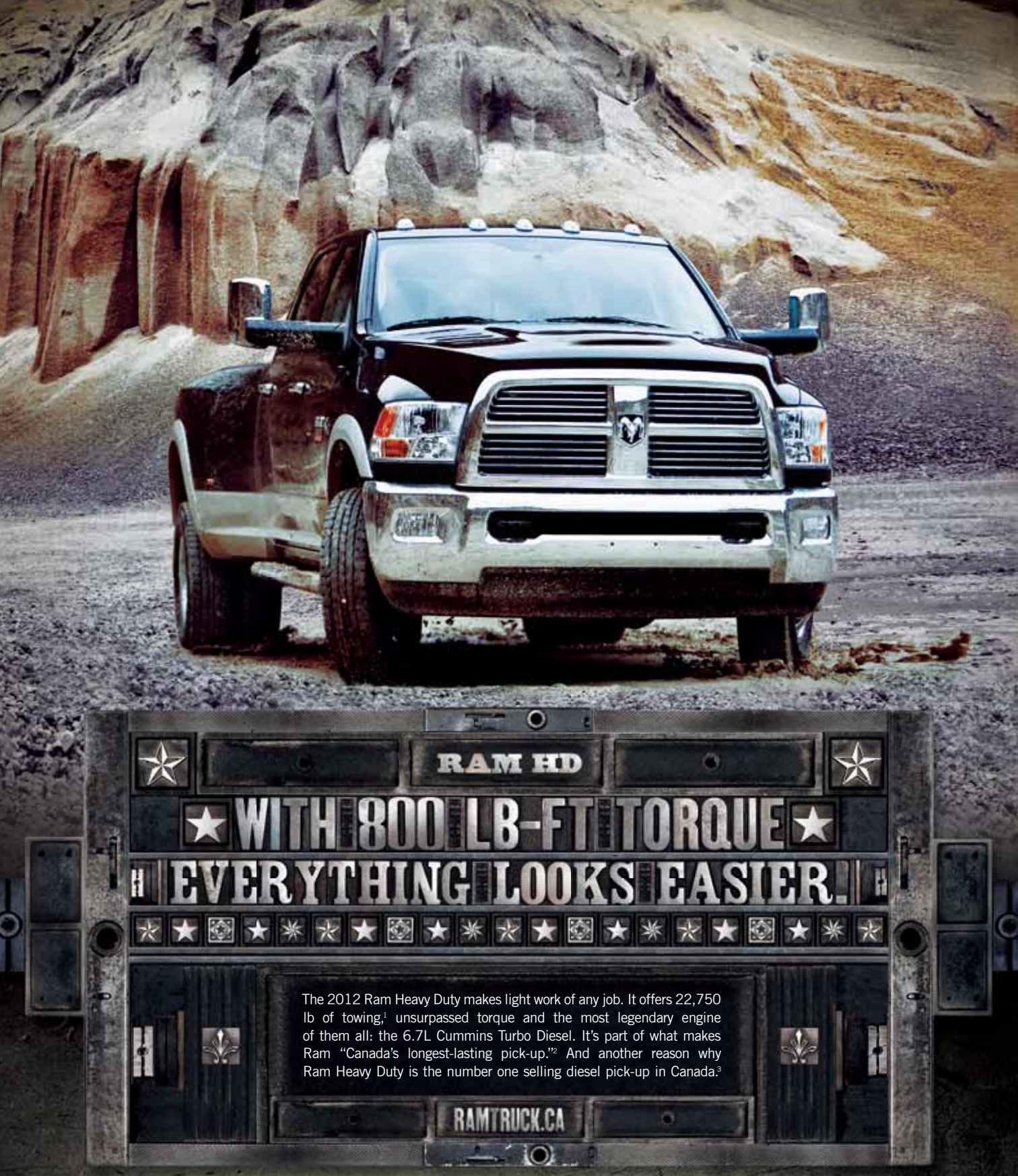
EXPOSED **TOPHER INGALLS** - This kid has been surrounded by some wild drama this year. He's had his bikes blow up, axel nuts come loose, a split with his teammate before the eastern rounds, but Topher has yet to let any of that bother him. He continues to show his Canadian fans that once you're out on the track, nothing else matters but doing the very best you can with what you have.

Photo by Marc Landry

EXPOSED **NEW BEGINNINGS** - A very inspiring story has taken place in Canadian moto this past summer. When Kyle Keast broke his leg it was decided that his mechanic, Ryan Lockhart, a former top racer himself, would get on the machine to try to make a semi-comeback. His results have not been anything to brag about but the heart and passion that Ryan has shown to make this brief comeback is very inspiring to any, if not all, young, up and coming racers across this land. It shows that you never count on anything but you may get the call one day to be the hero. Ryan Lockhart became a hero to many in 2012.

Photo by Marc Landry



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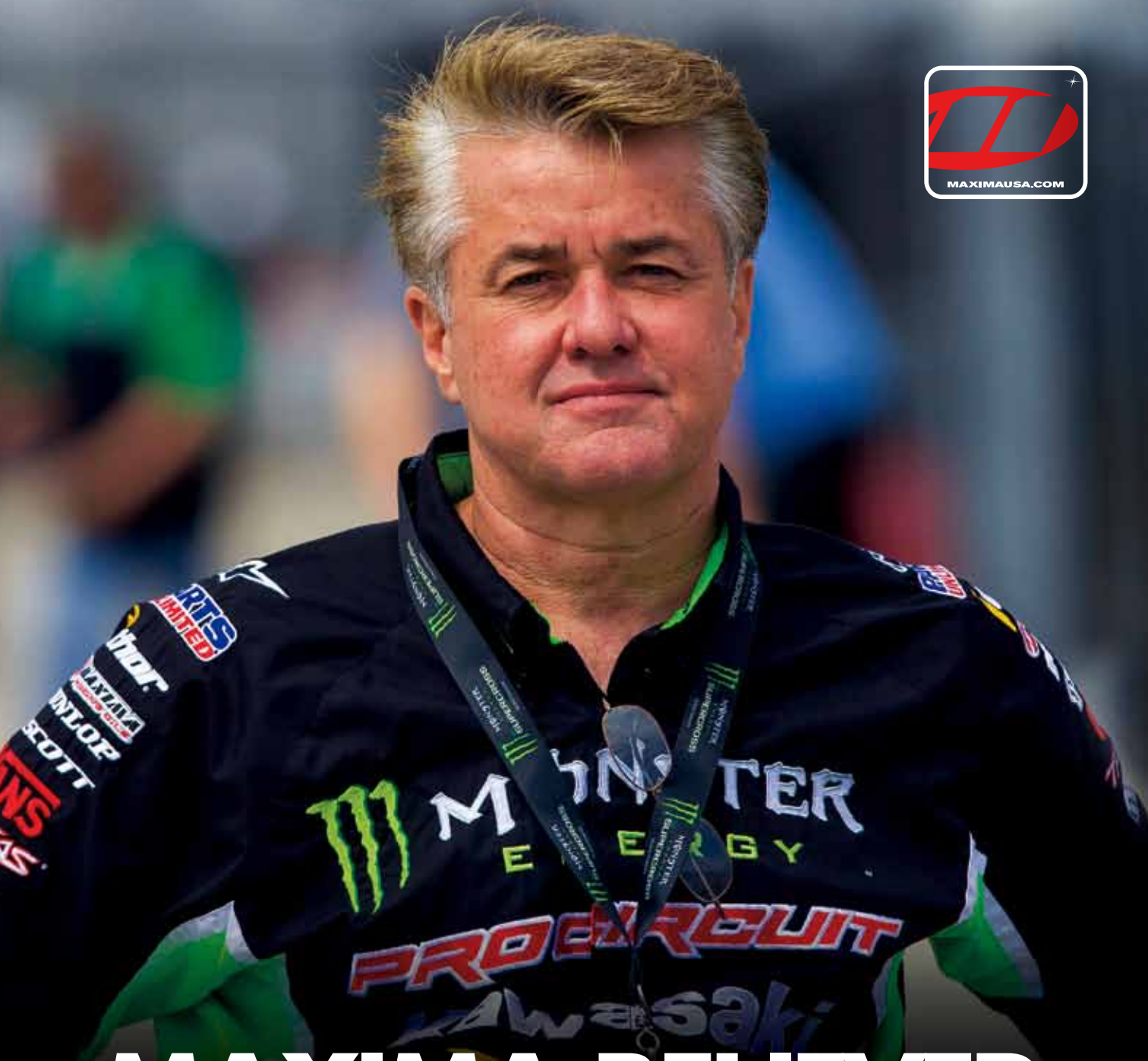
[1]On select Ram models when properly equipped. Optional Max. Tow package required. See your dealer for full details. [2]Based on longevity of entire Ram pickup lineup compared to competitive pickups. Based on R. L. Polk Canada, Inc. Canadian Vehicles In Operation data as of July 1, 2010, for model years 1987-2011. [3]Based on 2011 calendar year-to-date registrations.

EXPOSED **DREAMS** - These two young lads are just waiting to watch their favourite racer, or hero, come by the fence as close as possible so they can get a glimpse at someone they want to be one day. The dreams flowing through their heads would be amazing to see.

Photo by Randy Wiebe



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FOR SUBSCRIPTION INQUIRIES CALL:
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Publisher: Charles Stancer

Editor: Ryan Gauld
Associate Editor: Brett Lee
Marketing Manager / MXP Films: Frankie Bellissimo
Sales Manager: Allan Jaggard
Senior Writers: Brian Koster, Marc Travers
Staff Photographer: Marc Landry

Creative Director: Peter Marcelli
Production / Senior Art Director: Peter Marcelli

V.P. of Sales & Marketing: Charles Stancer

Contributing Writers: Rob Munro, Peter Marcelli, Jeff Williams, Drew Robertson, David Pinkman, Lawrence Hacking, Trevor Wideman, Jim Jervis, Jaime Lyn Dacey, Dan Paris, Wes Cyr, Dave Hewitson, Ryan Lockhart, Wendy Veldhuizen, Virgil Knapp, Wes Cyr, Chris Haddad, Rob Bourque, Steve Sims, Bill Petro, Frank Hoppen, Craig Stevenson, Tyler Medaglia, Kert Broza

Contributing Photographers: Frank Hoppen, Rich Shepherd, Darren Gaurlyletz, Randy Wiebe, Dave Pinkman, Trevor Wideman, Rob Munrow, George Halmazna, Jay Maloy, Alexandra Franklin, Brendan Goldstein, Brent Martin, Jeff Williams, Blair Bouchard, Brandon Gibson, Clayton Racicot, James Lissimore, Corey Wilmont, Bill Petro, Todd Markham, Dan Paris, Mitch Goheen, Marc Landry, Kert Broza

Cover Photo: Marc Landry

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CHARLES@MXPMAG.COM
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Canadian Publications Mail
Products Sales Agreement# 41831514
MX PERFORMANCE is published 7 times per year
Canadian Postmaster:
SEND ADDRESS CORRECTIONS TO:
PO Box 171 Stouffville, Ontario L4A 7Z5

Subscription Rates: (1 year)
Canada $15.00Cdn., U.S.A. $20.00US

MX PERFORMANCE IS PRINTED IN CANADA

MOTOCROSS PERFORMANCE

TEL: 416-633-1202
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We acknowledge the financial support of the Government of Canada through the Canada Periodical Fund for our publishing activities.

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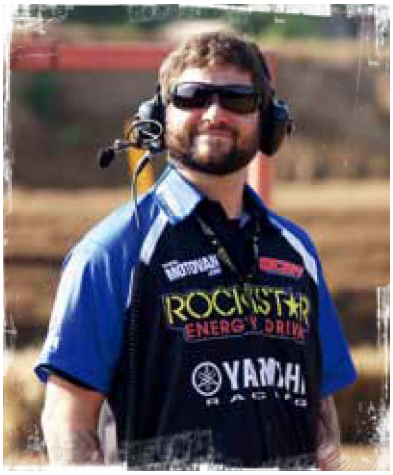
Caught on CAMERA

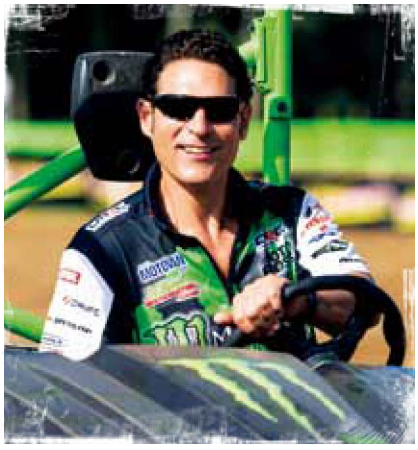
Sewer Rat Racing's Adam Gamble getting focused for the scooter main event.



RG3 front man and proud new poppa Adam "Disco Stu" Robinson is all smiles lately.

Travs (left) and Stally (right) talk set up for the production of the TV show.

Poor Luc "Frenchie" Caouette working hard while Jason Hughes and Chad Goodwin stare at Monster girls Angela and Theresa as they prepare for race day.



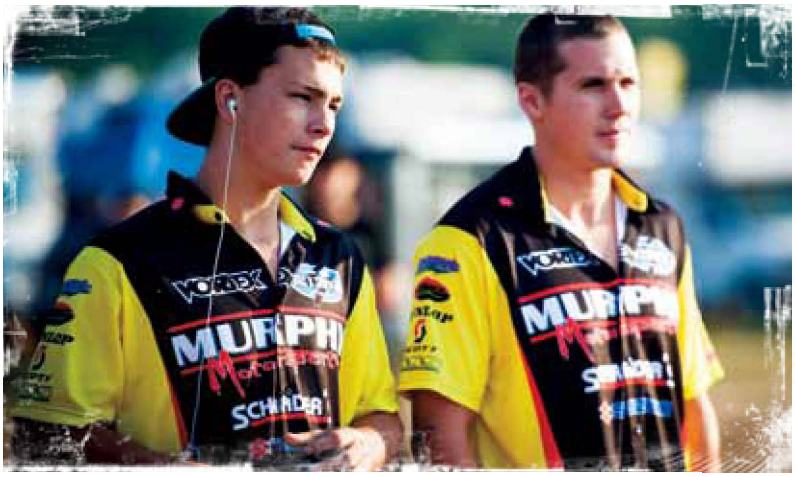
Fabs all smiles after he found out they served organic burgers at the Dunes cafe. Ha!

Orton laying down his funny white powder, Royal Distributing Holeshot powder that is

Heidi Cooke poses with Snowboard icon Chris Dufficy. I don't know who is more famous in this pic but they both are pretty cool peeps.

Ayrton with Father Chris Pomeroy. Just a couple of race fans.

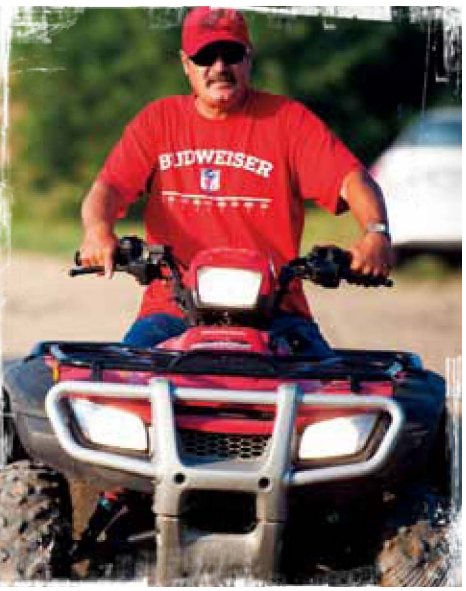
Machine Racing's John Nelson and Kumbaya singer Brett Lee are totally ignoring each other.



Zach Deiana rocking out to some Miley Cirus during riders meeting. Or maybe it was Taylor Swift?

That damn Gauldy, so unprofessional with his shirt untucked. Guy needs to be slapped into professionalism. Geez!!

Tyler Medaglia will have a pretty cool film coming out by year's end from the Ride Films Inc. crew.



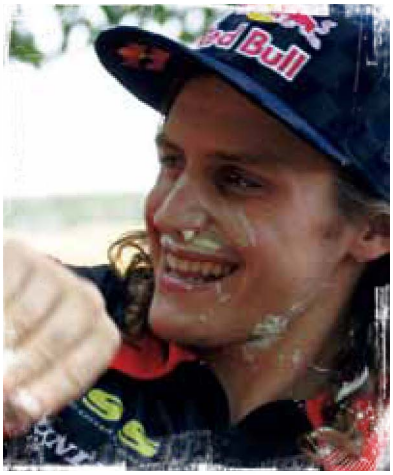
Passion for motocross leaks through the pores of this man.

Goerke stretching just like he stretched the gap between he and second place (moto1) at the Dunes by a minute!! WOW

Photos by MXP Staff and Randy Wiebe

Caught on CAMERA

Um..... ya. Come for a visit. You may like it, but not likely. All BS on this page!!



Hey Tyler, how about a little ice cream in your eye. The GDR team knows how to have fun at the track.

The legendary Bill Van Vugt Sr.. Dude still rides at 68 years of age, which should give us all something to strive for.

Mr. Sneaky water gun man Gavin Gracyk gets caught with a little food stuck in his mouth. The camera is always on Gavin!!

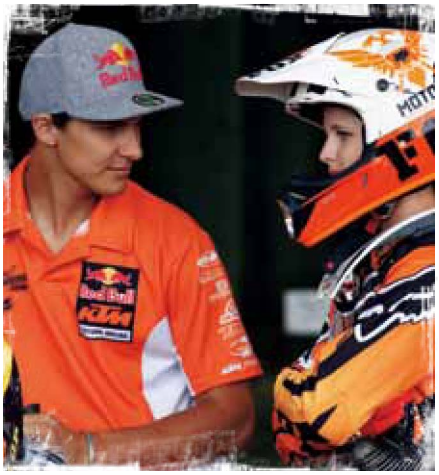
MXP Films fill-in Trevor Emery getting focused for a day of filming. Thanks for being a filler!!

"I'm lost and not sure what to do. Help, anybody, help." Hahaha

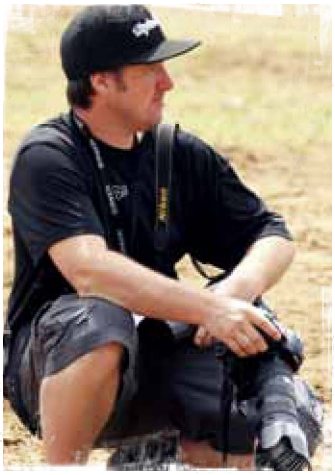
Pam O'Farrell getting ready to hammer out the frustrations. Hahaha

The newest boy band. Nah, it's just Topher, Bannon and Bryar.

2003 Canadian Xtreme KTM teammates Mike Treadwell and Iain Hayden reminiscing about the good ol' days.



The Facciotti's, Colton and Jocelyn.



Years of hard work and passion for the sport make this guy arguably the best photographer in the industry.

Brian Koster to Matt Goerke Sunday AM at Ste-Julie: "Dude, did you sleep in your gear?" Goerke had about an hour and a half before his practice. Guess the guy just wants to ride.

"Right over there Jeremy, the best poutine I've ever had. Come watch me eat one but no poutine for you!!"

Only Angela and Tash can make a claw look sexy!!

Follow me, I know the way!!

There were the coolest trophies for the top three at each round of the CMRC Women's Eastern Nationals. The boys are jealous.

Where did it go?

By Ryan Gauld, Photo by MXP Staff

I feel like it was yesterday when I was getting amped for the 2012 Monster Energy Motocross Nationals to get underway. Now I'm wondering how it went by so fast this year. It seems like the throttle has been pinned and my blinders have been on since Nanaimo right through to Walton. The summer just flew by. I'm not sure if that's a good thing or just a thing. It's not bad in any way at all but I feel like I missed some stuff this year because I was never really able to just sit back and take it all in. As I write this I'm on my deck relaxing after the long week of Walton and reflecting on what has happened this year. The more I think about it, the happier I am that it's done. That sounds a bit negative but this year was tough for so many reasons that are hard to explain, plus I don't want to step on anyone's toes. The sensitivity level was pretty high this year. Sometimes when I say stuff, regardless if it's the truth or stacked by fact, it may not need to be said. I struggle with that a lot because I grew up in a fairly tough environment compared to the "outside world". When you sucked you were told you sucked. If you failed you were gooned for being a failure. It was just the way my Dad, Bondi Engines and Machine Racing dealt with stuff. I never thought it would be a negative thing down the road, but people's hair stands up in today's world when you share your views with them, regardless if it's a competitor, boss, or friend. I do realize it can be hurtful. I do realize that biting your tongue is part of life but I guess it's a struggle for me to do it. I always thought that once you heard the truth you would fix what was being pointed out to you to make it better. Then I look at my race career and the all the negativity actually didn't help one bit. I always got gooned for fading in motos, never training and wasting my talent. The way most expressed this was "get your fat ass to the gym,", "quit being a pussy and suck it up," "man you sucked at that race, maybe you should step it up or just leave." These are the types of things I remember. The ones that expressed these kind words were the ones closest to me, the ones that new me well. I just thought that was the way it was and I dealt with it the best way I knew how. By no means do I hold some ill will against these peeps, but as I grow up, that way of thinking does not work with everybody. I have seen that so much more this year that it really has me thinking about making changes in the way I should treat people. No matter if it is the truth, sometimes it just shouldn't be said and you need to move past it knowing that the ones you want to share it with will hopefully know it and not need you to make them feel bad to get the point across. 2012 has been one hell of a learning curve and I guess I should look at it as a good thing for me, MXP and the sport of motocross. Tough love may not be the answer, but just love alone isn't either.

Where are we headed for 2013? This is a question that many have on their minds. In Canada it's always a slow process in finalizing teams, schedules, or sponsorship. It would be hard not to see that change is needed in some areas, but if some don't think change is needed then they have their blinders on. We have hit a plateau. I was talking to a young up and comer last week, one that I would want racing for many more years to come. He was saying "what's the real goal at the end of the tunnel?" "What am I doing this for?" he asked? When I heard that from a rider I love to watch and want to see have a career, it really crushed me. The attitudes from racers have changed and the passion for it is just not as much anymore. These young kids are brought up watching the US, seeing how big it is, and want the same in Canada. I always say, we can never reach that level because we just aren't big enough. It's a simple truth. This was a good year when the gate dropped. The simple little mistakes or glitches that kept us from delivering the information right away are things that should not happen, but they do. But for this kid, I promise that there is light at the end of the tunnel. Sometimes we all just need a little patience!! MXP MAG

"I race every weekend and ride almost every night. I don't have much time to work on my YZ but that's okay, it never lets me down. That's why I choose Yamaha!"

RJ Marnoch — Walton TransCan — 2012 Yamaha Factory Ride winner
YZ85, YZ125 and YZ250F

How to
WIN a
YAMAHA
FACTORY RIDE

2012
YZ85

YAMAHA

Lots of Stories on the Road

By Tyler Medaglia

I have been trying to break my lazy foot habit for the last few years, but still every so often I catch my toe and it rips my leg back. Usually, I either pull my groin and/or sprain my foot or ankle. On top of this, after I take a couple months off during the winter I always start the year with lots of arm pump for the first month. That being said, I'm in need of physiotherapy a bunch through the run of a season.

Luckily, one of my good friend's wife happens to be an unbelievable sports therapist who lives 35km down the road from me. Katie has learned directly from my symptoms to fix most of my problems, usually with no notice, and calmly deals with my panic state. This week I went to her almost in tears thinking my season was over as yet again I caught my toe in a rut at Ste-Julie. I dug it into the ground, and as I drove by my heel hit the foot peg basically twisting my foot way past where it should stop. I felt a pop in my ankle. When I got up I couldn't step on it. My toes where tingling so I thought for sure that I broke my leg. The hospital wait to get in for X-rays was 7 hours so I just asked for some pain killers.

Heidi and I then made the trek all the way back to Nova Scotia. Once we got back after driving all through the night, Katie was the first person I called. She has made time for me every single day to help my recovery so hopefully I can race Moncton. As usual, something ridiculous came my way. I showed up to Katie's a bit early one evening (they have an awesome farm just past the Shubenacadie road race track - in the boonies) and I noticed someone on the farm was still there having an issue with a horse and was clearly calling for help. I pulled in just as Katie and Ryan got there so the issue was being taken care of, but in the distance I heard what sounded like the titanic out of the water coming down the road. Sure enough, their wacky neighbour who is in his late 60s, lives in a single wide trailer with car tires covering the roof and has a truck graveyard in the front yard with chickens and rabbits all over the place, is coming down the road wide open on a three wheeler with no helmet or shirt. He has both nipples pierced with tassels hanging off them flapping in the wind. He stops in to see if everything is alright and asks if we need to use his cell phone to call for help. This fella was the last person I would expect to have a cell phone. Never a dull moment on the East coast.

With all the support I have at home, I also have in my team. Derek and Matt have called me every single day to see how my leg is progressing and it really means a lot to see that they sincerely care just as much as a member of my family does. Speaking of which, they just told me the story of the van that GDR sponsored DMX with and how it made it out west. The race rig had been in California all winter and was heading straight to the first round from there, so we had to figure out how to get my two race bikes, parts and tools to the first round. We were going over several ideas, none of which were in the budget, so with a week to go before the first gate drop, Matt Bannon remembered that he had a cargo van that had been sitting for three years in an abandoned parking lot just outside of London. Derek (Schuster) went to pick the van up and brought a friend (Mark Goodwin) along who is mechanically inclined figuring something must be wrong with the van. Sure enough there was a tranny leak so they broke into the old abandoned building, commandeered a steel hose and stole a hose fitting clamp from the place's water heater. On the drive back to the Dunes on the 401, the speedometer went wide open triggering the rev limiter which wouldn't let the van go over 30km/h on the highway. Once that issue was fixed they loaded everything into the van hoping to take it to the driver the next morning (Wednesday before the race). Sure enough, it didn't start. It had to get towed to a local garage because it needed a new starter. Derek got one that still worked from a truck in a scrap yard. That night the driver finally started the voyage only to make it 30 minutes down the road. The tranny was leaking so Derek and Matt drove to the van and brought a tube of silicone, lockwire, and JB weld. As most of you know, you can fix anything with those three ingredients. The driver was back on the road again.

The driver neared Thunder Bay up in Northern Ontario when it began to rain. The van started to cut out; obviously an electrical problem due to it being wet. So a phone call to Derek was needed again. It didn't take long before the van shut down again. In that location getting a tow truck costs an arm and a leg. Derek's girlfriend Kerri has CAA but obviously was not in the vehicle and she had the card. So she called CAA and said that she was in the van. When CAA finally showed up the driver made up this story that they got in a huge fight and she took off on him. The tow truck driver felt bad for him so he ended up getting a tow to Thunder Bay and was left in a Days Inn parking lot. He hoped the rain would stop and the van could start up in the morning. The rain didn't stop the next day so he had to get towed again 500 meters down the road to the Canadian Tire parking lot to get the thing fixed. Fortunately, it got fixed and he made it the rest of the way. To this day it's still purring like a kitten. There is a more detailed version of the story, but I'm past my word count and it's past my bed time. Canadian motocross sure does drum up some crazy stories. Until the next time, it's been a slice.

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Facciotti is Amazing

By Brian Koster, Photo by Marc Landry

What another whirlwind series the Monster Energy MX Nationals have become this year. For the broadcast team this our busy time. Travers runs around like a madman plying his trade as the television editing guru to meet unrealistic deadlines in real time, and Gauldy does about the same with all his MXP commitments. Of course, mixed into all this is finding time to ride and spend time with family and friends before we hit the road again. Now don't think I'm complaining any because if ya haven't figured out this is one, big labour of love for the three of us then I suppose ya don't figure out much! At any rate, this summer has had its fair share of challenges, and in our sport the weather and track prep is always the hot gossip around the pits.

One thing that is starting to get to me is how so many people are asking me what's wrong with Colton Facciotti? They have used words like "washed up", "soft", "no heart", "done", and if you can believe, "over the hill"? I don't quite understand why they can't get a handle on the fact that he's hurt. The first thing these skeptics need to realize is that Colton is a three-time Canadian Champion and has been riding in the Pro class since the tender age of fourteen. Another thing these folks have lost sight of is the fact that a few years ago, he crashed at Ste-Julie during practice and felt pretty banged up. Colt decided to race hurt in order to collect as many points as possible and ended up winning both motos. The Monday after the race Colton went to seek medical attention and ended up having a legitimate broken collarbone that kept him off the bike for several weeks. Luckily for Facciotti, there was a break in the race schedule so he only missed one round and still ended up coming back to win the championship! Does this sound like someone that is "soft" or has "no heart" to you? Sure, Matt Georke won both motos again this year but by a much larger margin than he did last year when battling a healthy Colton Facciottti. This year Georke was gone but last year Colton managed to stay within a few seconds of the Floridian throughout both motos. This year, Georke lapped Colt (who finished sixth) in the second moto illustrating just how badly damaged Colton's shoulder really is, plus how on the money Georke is at the moment. An argument I have heard and have no real answer for is when pundits say if he's that badly hurt why is he even racing? Well folks, that is a fair question and I believe one only Colton and KTM can answer with any merit.

Another point I'd like to make is in regards to the Saturday race at Gopher Dunes. The 2012 race just went down and it was a fantastic event as usual. The Schuster family attends to mostly every detail required and are easily able to work in harmony with all the concerned parties. I know most of the Pro riders like the Saturday races for the simple fact that the track is usually in better shape for them. When the amateurs race Saturday and then the Pros Sunday, the track does not get the chance to settle in after grooming and it tends to roughen up faster. Of course this is somewhat dependent on the type of soil and the moisture content of the dirt on any particular day. Speaking strictly from a fans point of view, I like the Sunday format for a couple of reasons. Never mind the dollars and cents of it, never mind the logistics for the manufacturers and race teams, and never mind the rider's preference for a moment. For me it does not really matter either way but I think the Sunday events have more hype and drama surrounding them. I think it's cool when the teams are all set up on Saturday and the mechanics are working on the bikes doing last minute changes and adjustments, and the riders are on hand to chat and scope out the track, etc., etc. Fans get a relaxed chance to get up close and personal with all the stars and their trick bikes, and get immersed in the excitement of the following day's events. I suppose the Saturday thing is working out for the US series but up here, I'm not 100% sold yet. I know quite a few people who wanted to attend the race at Gopher but had to work. Oh well, time will tell, but for now it's still a work in progress.

In closing, I just wanted to say we can't forget what an amazing rider and athlete Colton Facciotti really is. This guy is just a joy to watch ride and can do things on his bike that leave many of his rivals just shaking their heads in disbelief. He is super fast and has proven he can run with the very best of them be it north or south of the border. He actually damaged his shoulder going for a pass on Matt Georke just off the start in the first moto at round two in Kamloops, so I'm sure if he didn't get hurt things would not be as easy as they have been for Georke. The reality is, Colton's shoulder is definitely damaged and will need medical attention as soon as he and the team sees fit. Another reality is Matt Georke is riding a wave of confidence in himself and his Leading Edge Kawasaki and is running a pace right now that I believe would land him on the box at any US 450 National!

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CANADIAN MUSIC STAR JASON BLAINE IS COMING TO

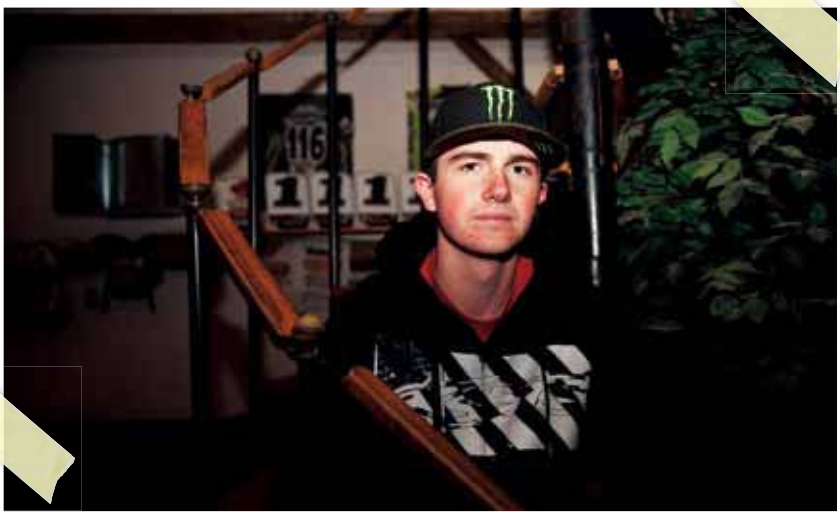
WALTON

For the 21st Anniversary of the Parts Canada TransCan, the organizers have decided to pull out all of the stops and have a concert on the Friday night of the TransCan. Thirty-two year old Jason Blaine from Pembroke, Ontario will be the headline act. With country hits like "Rock In My Boot", "Run With Me" and most recently "Cool", there is no doubt that Walton Raceway will be rocking in 2012. For more on Jason Blaine, you can go to his website at www.jasonblaine.ca, and for more info on the 2012 Parts Canada TransCan, go to www.transcan.ca.

THOMPSON SIGNS

WITH STAR VALLI YAMAHA

Canada's fastest teenager got the break he was looking and signed with Star Vali Yamaha for the remainder of the AMA Outdoor Nationals. Thompson got the call right after posting his second top ten in a row at Millville, Minnesota in the 450 class. Thompson had the choice to ride either a YZ250F or a YZ450F but after careful thought he chose the smaller of the two. Unfortunately things got off to a rocky start with a hard crash in Washougal after only being on the bike for a few days. But, this tough Canadian kid and former Walton TransCan Champion will no doubt bounce back and hopefully we'll see him on the podium before the season is done.



INJURIES, INJURIES, INJURIES

As with the racing we have been watching in the USA, injuries have played a big role in the 2012 Monster Energy Motocross Nationals. It all started at Round 2 in Kamloops with a number of riders going down, most notably Kyle Keast and Colton Facciotti. Keast crashed hard in moto two resulting in a broken femur; he's most likely done for 2012. Facciotti went down at the beginning of moto one injuring his shoulder. Facciotti has since tried to ride but pulled off after practice in Ste-Julie. We probably won't see him until the Montreal Supercross in September. Speaking of Ste-Julie, Tyler Medaglia went down there and injured his ankle. He is going to try to finish the series but it will no doubt be tough. No one likes to see anyone get injured, but injuries are part of this sport at any level. Let's hope everyone heals up fast.

BLAZIN' WHEELS MINISTRIES

Blazin' Wheels Ministries has been a new rig in the pits in 2012. The American based ministries has been reaching out to help riders get from race to race. For a low fee they have hauled bikes, gear bags, tools, etc., provided a place to sleep, food, a tent to pit under, and track side help.

"We want to provide an atmosphere of no pressure so the rider can focus on his/her race and results, and keep the travel cost to a minimum. I still race professionally. This is our passion to help Pros succeed on and off the track," said Britt Woodring. "We have done this for many years in the States. We worked with Rock River, the Alessi camp and many others so we are familiar with the pressures of racing. We want to help reduce this to the rider."

2012 ANMESIA MILOT LAND TOUR

Once again Ben Milot is bringing freestyle enthusiasts the bigger FMX tour in Canada. This is the 3rd year for the tour, and there are over 30 shows in 2012!

A bunch of new riders have joined the Amnesia Milot Land Tour. Illka Salo, Finland's best FMX rider, was invited for the first show in Amqui, Québec at a ski resort. BC's own Jeff Banks joined the tour for 10 days in Trois-Rivieres for what was an incredible experience. Banks, a former Montreal Supercross freestyle winner, was pulling some major tricks twice a day in this freestyle marathon! Four FMX riders, two ATV freestylers plus skateboarding and BMX were thrown in with some fireworks and a DJ to get the Amnesia Milot Land Tour at his best. A newcomer in Canadian FMX joined the tour as well. Quebec's Steel Cutter's story is just incredible. He joined the tour after Milot found out about his riding skills…on You Tube! Milot invited him to his compound for some practice sessions then Steel Cutter joined the Milot Land Tour family. This guy is no joke! Huge, rock solid back flips are some of the tricks he pulls on a regular basis. Unfortunately, he recently crashed during a show and will be out for a couple of months but keep his name in mind, Steel Cutter is now part of Canadian FMX.

Another rider who suffered an injury this year is Max Pilon. Pilon had a breakthrough year in 2011 with appearances at the Bell Center FMX Challenge and the Montreal Supercross; he was practicing in Florida last winter when he crashed, but he trains hard. You can expect him to make a comeback with the tour later this summer.

KEN ALLEN

When Ken Allen crashed at Blackfoot Cycle Park back on June 3, 2012, the prognosis wasn't very good. The list of injuries included dislocated right shoulder, four broken ribs, a collapsed lung, a very badly damaged eye , and most important a severe brain injury. The outlook for this husband and father of two was extremely grim, immediately after the crash he slipped into a coma and he wasn't given much hope of maybe ever waking up.

But, after a month of being in a coma, a modern day miracle has happened. Slowly, over the month of July Ken Allen has been waking up and starting to recognize his family and close friends. The medical staff are amazed at his progress but are also cautious of the long road he has for recovery. Of course, there are chances that he may never fully recover , but if this tough Air Canada Captain and former Pro Canadian rider has made it this far, the possibilities are endless for Ken to one day get back to a normal life. From all of the motocross community, we wish Ken and his family the best of luck with his recovery.

MIKE TREADWELL

American Mike Treadwell made the decision to race Ste-Julie only three days before the National. Mike drove up by himself, was his own mechanic, and kept his pre-race ritual going. Treadwell normally knocks on the wooden dog house before the gate drops as part of his pre-race ritual. Since there was no dog house in Quebec, Mike brought a small piece of wood down to the line. When the 30-second board went up, he did his usual: tapped on it for 9 sets of 3 taps and then threw it to the ground.

MATT GOERKE

COULD STAY IN CANADA

In our last issue we mentioned that Monster Energy Leading Edge Kawasaki Champion Matt Goerke will not be defending his title next year in Canada. We got this information off the Racer X website. It has come to our attention that Mat t loves Canada and his team and would like to be back for 2013. BTO Sports Butler Brothers team has signed Matt for SX but Matt would like to race outdoors in Canada. Stay tuned to the cash battle for Matt Goerke.

THE PARTS CANADA TRANSCAN:

CULTURE SHOCK… THE GOOD KIND!

When Huron East's Economic Development Officer, Jan Hawley, first visited the Walton TransCan, it knocked her golf shoes right off. After years spent on relatively quiet golf courses, Hawley witnessed first hand the bikes, riders and families descending on the tiny town of Walton, Ontario during the biggest week in amateur motocross.

"It was a culture shock the first time I came," laughs Hawley. "I have to be honest, I did not grow up with brothers and I am a golfer. When I go to play my sport it's much… quieter. They actually have signs that say quiet! For me, having this event as well as the Seaforth Country Classic in our jurisdiction, they are opposite poles but how proud am I that we have these two signature international events in the same community of Huron East. I feel like a proud parent."

Having been the EDO for the area for five years now, Hawley quickly recognized the economic impact of both the TransCan and Walton Raceway on the area and neighbouring municipalities. She's been a great supporter of the event and the track, even helping to facilitate Walton Raceway's recent Celebrate Ontario funding. "From my standpoint I was able to bring the right people together," explains Hawley. "We started with a meeting in Seaforth, connecting the RTO4 people and their team with Chris. I was just a launching pad. From that there was a very successful application submitted. I just connected the right people. There has to be merit in the project and clearly Celebrate Ontario thought there was."

This year alone several key additions are being made thanks to the Celebrate Ontario initiative: The Friday night Country Music Concert featuring Jason Blaine, the Saturday Walton Raceway Fan Fest Pit Party, video screens, transponder scoring, streaming event information, enhanced spectator viewing and several infrastructure improvements. In the future, the focus via Celebrate Ontario will be on adding capacity to accommodate increasing attendance at key events, diversifying available activities on site, adding value in the entertainment provided to first time visitors and those new to the sport and attracting a more diverse demographic seeking family friendly recreation.

"It's good for the Lee family and their crew but it's also good for the entire community," explains Hawley about the increased support for this signature Huron East event. "I am really pleased. 21 years and counting: Hats off to Chris Lee and his family. It is just amazing."

For more information on Walton Raceway and the Parts Canada TransCan, visit **www.waltonraceway.ca** or **www.waltontranscan.ca.**

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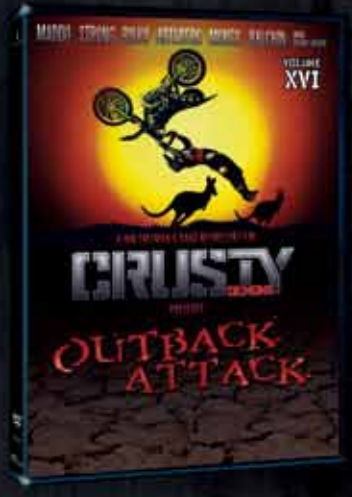

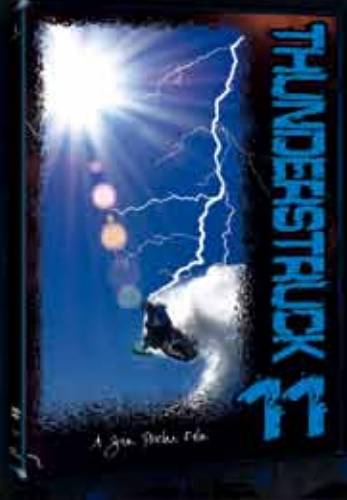

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CEC ENDURO

Feeding Performance and A&E Racing have teamed with KTM to form an off-road effort with Ty Mckenna and Jack Sawatzky riding E1

CHAMPIONSHIPS

ROUNDS 3 & 4 - BLAIRMORE, AB

Rounds 3 and 4 of the Royal Distributing Canadian Enduro Championships wrapped up under cloudy and temperamental skies in the Alberta Rockies near Blairmore on July 14th and 15th. Following highly successful CEC rounds 1 and 2 in Vernon, BC, Blairmore has stayed true to World Enduro Canada's mandate to provide a tough but fair and equitable competition each of the past four years. Blairmore's organizer Clint Riviere and his dedicated crew love challenging events that put riders and machines to a true test of off-road competition; 2012 did not disappoint. The event was held at the same location as it was four years ago, Racehorse Creek Recreational area. This year's course was 40 kms and saw a number of amateur entries throw in the towel as conditions worsened, yet surprisingly many unexpected results came to light at the end of Saturday's race. For the second time this year an Eastern rider stood on the top step of the E1 Pro podium with Quebec Husqvarna rider Phillipe Chaine edging out BC's Ty Murray and his mentor Guy Giroux. Honda rider Murray accumulated enough points over the 4 rounds to secure the E1 Championship for the second time in his career. KTM rider Bobby Prochnau, who, for the third time in four years wrapped up the E2 Championship by a healthy margin over Honda rider and 2010 overall CEC Champion Jason Schrage, dominated the E2 class. Third place in E2 went to Feeding Performance Husqvarna rider Ryan Graffunder from BC. The Cinderella story of the Canadian Enduro Championships has to be none other than Corner Grass Racing's Ben Rego from Kitimat, BC. Rego's meteoric rise to the top is unprecedented. A short four years ago, Ben pulled his aging pick up and well-worn YZ 450 into the pits at the first ever CEC event. Fast forward four years and the 'Giant Killer' won the 2012 E3 Championship hands down aboard a Husaberg 300. The likeable Rego is a model racer and role model; he is quiet, unassuming and appreciative. He is not much for words but has the fans' hearts wherever he goes. Rego has now ventured as far as Los Angeles where he was one of 30 endurocross riders who were invited to participate in the X Games this summer. Rego's rivals in the E3 class were Ian McKill, Kevin Dyck and BC's Malcolm Hett. The E Vet class had some serious competition and Kelowna's Mark Cahill once again locked up the E Vet class title on his KTM over ironman Trent Burgess. ➥

BC's Tyler Murray ready to start Day 1 in Blairmore

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CEC ENDURO CHAMPIONSHIPS

The Amateur classes were well attended at both of this year's Western CEC events. One of the most welcome changes noticed was with the Women's class - the level of competition has become increasingly strong since Veronica Hett raised her first Championship plaque over her head back in 2009. Now Hett has some serious competition to deal with from fellow BC rider Chantelle Bykerk and Alberta's Lexi Pechout. Both girls had great results at this year's X games with Chantelle getting a well deserved 3rd. KTM's Shelby Turner put in strong rides and took second both days to Chantelle, enough to secure 2nd overall in the Championship. Another promising female enduro rider is Alemeda Rive - full of life and spirit, Rive is on the cusp of enduro greatness once she gets some more experience under her belt. After the four rounds, KTM's Chantelle Bykerk took the Championship for the second time in her career with Shelby Turner in second and Victoria Hett in third.

There's little debate that most of Canada's best off-road riders come from the West and that is not likely going to change based on the number of talented and hard riding teenagers that have been frequenting the top spots in the many amateur and Pro classes. In no particular order, riders who are the ones to watch are: new Pro riders Ty McKenna and Jack Sawatzky, in the A class - Ryan Linderman (2012 Champion), Brandon Shaw, Matt Coonfer, and Ben Riviere, in the B Class - Wyatt Hart (2012 Champion), Alex Larson and Calahan Bruder, and in the C Class - 2012 Champion Tyler Riviere, Alex Ferguson and Tristan Randell.

Husqvarna's Phillipe Chaine rode to a first place in Alberta on Day 2 beating team boss Giroux for the first time in the west.

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CEC ENDURO CHAMPIONSHIPS

The Vet 40 and 50 classes, as expected, were populated with a number of familiar names. Tom Grapensteter won the Vet 40 Championship over Alberta's Trevor Turner and Shayne Ducharme. In the Vet 50+ class, BC's Craig Murray rode to his first Championship over Manitoba's Pat Feal and BC rider Andrew Christianson.

As the rain drummed down on Racehorse Creek Recreational Area, the trail became slicker and more unmanageable. Wisely, the organizers cut short the final third lap for the Pros and A riders. Riders simply rode down the access road to the start of the cross and extreme tests then called it a day. The podium ceremony was an emotional one for most. Ben Rego claimed the first of his sure to be many Championships and KTM's Bobby Prochnau once again affirmed his position as the top Canadian Enduro rider.

In summary, the 3rd and 4th rounds of the 2012 CEC were as good as it gets. Tough competition, rugged trails, and crowd pleasing special tests is what one rider summed up as "a true enduro".

For detailed race results and full Championship points standings, please go to **www.worldendurocanada.com**

The National Championship now moves east for the Royal Distributing Cross Country Championship starting in Ormstown, PQ on September 2nd and Chatsworth, ON the following weekend, September 9th. For the Pro classes, the points from the Cross Country & Enduro Championships will be combined to crown the Royal Distributing Canadian National Off-Road Champion.

Quebec's Samuel Rosseau at the Goldentyre MX test

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2013 KX450F: ZACA STATION

BY CHRIS POMEROY, PHOTOS BY KAWASAKI USA

As with every young, Canadian motocross rider, I used to dream of California and riding all of their tracks. Back then we didn't have videos or internet, we just had to wait until the next issue of Motocross Action came out to read all about tracks like Saddleback, Carlsbad and of course the fictitious Chicken Licks Raceway. Well, time went on and my dreams remained exactly that, dreams!

My dreams became reality the last few years when I was fortunate enough to go to California and ride a couple of popular tracks. In 2009, I got to ride at the old Rynoland track and this summer I received the invitation to go the media launch of the new 2013 KX450F at Zaca Station Motocross Park.

Every few years when a model goes through major changes, the manufacturer sets up a major press launch for all of the motocross magazines and websites to attend. It is a chance for everyone to get together, ride the new bike for one or two days and see what it is all about. For the launch of the 2013 KX450F, Kawasaki chose the picturesque Zaca Station Motocross Park located about 30 minutes North of Santa Barbara, California. It is a beautiful area of California. It's not far from the Pacific Ocean and is surrounded by mountains and vineyards. The Zaca Station track actually sits on the land adjacent to the Castillo Ranch Supercross track that we always see videos of Chad Reed training at in the winter months.

For this press launch, MXP was able to send three riders down to ride the new bike so Frankie Bellissimo, Kyle Beaton and I got the call to jump on a plane to go down for two days of non-stop

dirt biking. Since this event was right after the Edmonton National, Frankie and Kyle flew right from there while Canadian Kawasaki's Jeff Comello and I flew from Toronto. We actually all flew into the tiny Santa Barbara airport on these little twin engine propeller planes. It was interesting to say the least. The first night, we all hung out and went for dinner. Since Frankie was not only there to ride but to be our videographer, he was like a kid in a candy store thinking of ideas for what he wanted to film. There was also another journalist there named Frankie so they were instantly best friends for life.

For breakfast the next day, we found ourselves sitting at the same table with 1997 Supercross Champion Jeff Emig. Having ridden Kawasakis his entire career, one of Emig's many jobs is to test the new bikes and travel around as a Kawasaki spokesman. He is great to talk to about anything motocross related and always has a great story to tell from his past racing days. Emig cares deeply about the sport and has some great ideas about how to make it better moving forward.

When we arrived at the track and saw the track for the first time, we were all amazed. The layout basically went up and down one of the large hills, had steep drop offs, big, wide open corners and the signature section was a big step up. This was followed by a large tabletop, which you ended up hitting on a slight angle. These jumps were so much fun to hit each lap. The photographer that Kawasaki provided actually got a few shots of Beaton and I going off the tabletop side by side. It looked and felt pretty cool.

For this launch, each member of the press had their own bike to test for the two days. The 2013 KX450F has so much adjustability so Kawasaki provided a mechanic for each rider so they could try different set ups. My mechanic's name was Travis. He was a former racer himself and was really easy to work with. They obviously want you to have a good experience riding the bike because they're quick to make any changes you want during the day. Kawasaki also had on hand a few Japanese technicians that were there to look after the changes you might want made to the ignition mapping. Basically, if you wanted something changed on the bike, it was done in minutes. ➥

BEHIND THE GATE

2013 KX450F: ZACA STATION

At these press launches the first part of the day is usually spent learning the track. This track had so many blind sections it actually took me a while to remember what was on other side of some of the jumps. Once that was done I then started to pay attention to the bike. Having spent two days riding the 2013 KX250F just a few weeks earlier, I was quite familiar with the handling characteristics of the Kawasaki machines. For 2013, Kawasaki has worked extremely hard to make their bikes feel lighter. By slimming down the frame through the tank and seat area and moving the mass around, this bike felt great right away. The motor was strong but easy to ride, and the brand new KYB Pneumatic Spring Forks (PSF) worked great. These new forks use compressed air instead of the conventional metal coil springs. With almost two pounds and a lot of spring friction removed, the action of these forks was super smooth. At one point during the day I felt the need to stiffen my forks. In the past this would've meant a lengthy spring change. Well, not anymore. In just a few minutes, Travis added two PSI of air into my forks and I was back out on the track. It was that simple. Add in the "Plug In" DFI couplers, the handlebar mounts and the footpegs, and the 2013 KX450F has the highest level of adjustability ever offered on a production motocross bike. ➥

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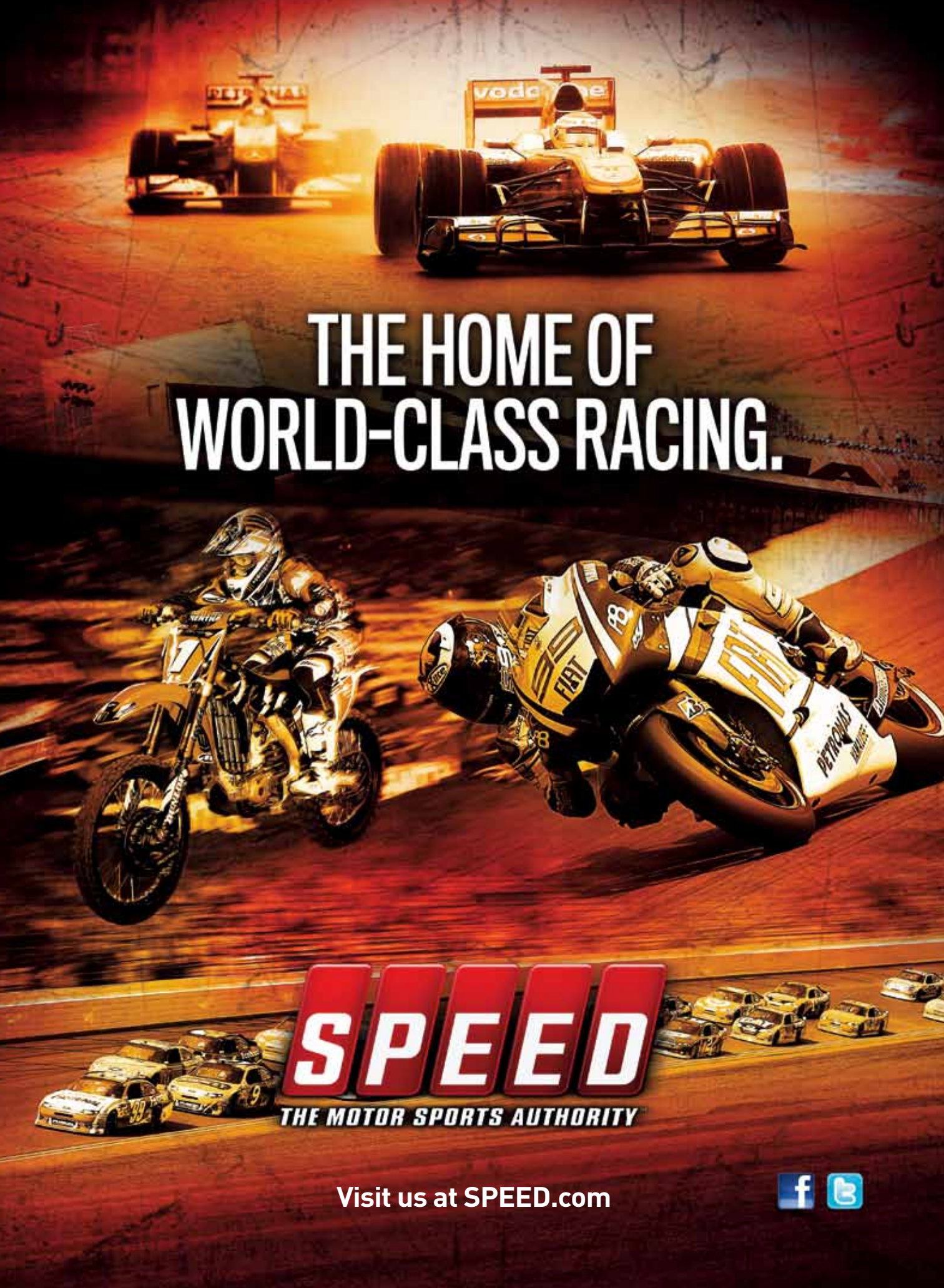
BEHIND THE GATE

2013 KX450F: ZACA STATION

After two days of testing, watching Beaton do moto after moto, and Frankie run up and down the hills with a video camera yelling “this is awesome” in Italian, it was time to head home and let it all sink in. After riding the 2013 Kawasakis, it was easy to see why this brand has been so successful the last few years on the race track. Whether it has been Outdoors or in Supercross, Kawasaki bikes have been on top of the podiums. Now they have taken that technology and put it into production for our benefit.

This trip to California was amazing. The Zaca Station track was really fun to ride and it was cool to hang out with Frankie, KD Beets and Jeff Comello. But, most of all, it was great to ride the 2013 KX450F. It is so easy to change a number of settings so you can completely tailor the bike to your riding style. There’s no doubt, Kawasaki has hit another home run with this bike and I am sure we will see it again in the winner’s circle in 2013.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BY RYAN GAULD

PHOTOS BY DAVID PINKMAN, CLAYTON RACICOT AND MARC LANDRY

COVER BOY

DUSTY KLATT

FAMILY MAN

To become a champion is to travel down a long road. The road has many ups and downs but once you reach that final stage when the #1 plate gets handed to you, you know it was all worth it. KTM Red Bull Royal Distributing Fox rider Dusty Klatt has been fortunate enough to travel this road many times to grab four Canadian titles; two in MX2 and two in MX1. Dusty is the model of a champion. He is quite stylish on a motorcycle and makes it look easy. Kids dream of one day being able to ride like the champion from Campbell River, BC. When Dusty first came on the scene back in 2000 as a rookie Pro you saw things that gave you the feeling he would make it one day. Twelve years later he has accomplished more than what many expected. He's a champion, an ambassador and now a proud father. A long road travelled indeed but well worth the ride.

The 2012 season has not gone as planned for Dusty. The media has been harsh on him but he has never wavered from his goal, which is to win races and be in the title hunt. The first four rounds saw some uncharacteristic finishes from the four-time champion. Many of us were questioning whether or not he was still into racing or if he was just not comfortable on his new machine, but Dusty has been very cool about the entire situation. He kept showing up and giving it his best, but sometimes the cards just don't fall your way.

Champions know how to turn a rough situation into a smooth one and he did just that at the sixth round of the series. It took a lot longer than KTM or any of his other sponsors wanted but what we saw that day when he went 2-1 for the overall in Ste-Julie was a rider that was able to fight off all the criticism and just go ride a dirt bike the best way he knows how: Fast. It was remarkable to see. So many of us lost faith in him but Dusty knew the day would come. He destroyed the field and once again proved that he is one of the best racers in Canada and the world. We applaud his tenacity to never give up like so many of us did on him. Dusty Klatt will always be recognized as one of the greatest racers this country has ever seen. He proves that over and over again as he travels down that long road back to the top of the championship pile. He may not be a champion in 2012, but he sure will fight as hard as he can every time he's on the track. ➥

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COVER BOY

DUSTY KLATT

FAMILY MAN

Dusty has many amazing memories to take from this sport. He has a wonderful family that has supported him from day one. I remember back in 2003 when he, his sister and father traveled the national circuit in a brown van as a privateer riding for Holeshot Honda. That was the year he really started to show promise but it was the family support that really made you a fan. Near the end of April, Dusty had the best day of his life. He became a father to son Aaro. His girlfriend Hanna-Marie Collura delivered to Dusty a beautiful baby boy so Dusty has now become a family man. Now he is the guy to help pave the way for another motocross champion perhaps, or maybe a BMX star or maybe a scholar. The thing is it's now Dusty's turn to show the ropes to his son just like when his father Darren gave him the guidance to become what he is today. There is no doubt that the upbringing that Aaro will have will be surrounded by a family atmosphere that most dream of. Will Dusty travel the country in a brown van with Aaro if that what it takes for him to chase his dreams? Yes, he sure will. Will he be by his side when fighting for glory even if it doesn't work out? Again, yes he will.

Becoming a champion in this sport is tough. You go through pain, sadness, brilliance, triumph and tribulations. I can only imagine being a father includes all of that and a whole lot more. Dusty is a champion in the sport he loves. Now he's a champion in life because he's a father. Dusty Klatt - champion, ambassador and proud father. The long road continues but now with different goals. That's why Klatt is our cover boy!! MXP MAG

I laughed in our opening TV stand-up when Fabs said "the sand at the 'Dunes was so deep you could dig all the way to China". I remember as a kid being mesmerized by the thought of digging a hole so deep you would eventually pop out the other side, of course in China, although for Canadians, we probably would have ended up in the middle of Eastern Europe, not China, but who's measuring? It's a joke for crying out loud! Squashing this idea was not helped by the fact that in the Bugs Bunny cartoons, it was a regular gag to see D. Duck or Wile E. Coyote digging all the way through. But as funny as that is, in reference to how deep, soft sand can get absolutely, unbelievably rough in a motocross race and it's really not a laughing matter. Unless you ride a Monster Energy Leading Edge Kawasaki that is…then you're laughing all the way to the top of the box.

With Round 5 of the 2012 Monster Energy Motocross Nationals being the second and final Saturday race of the season (ever?), I was very interested to see how the track was going to shape up by not having an amateur day on Saturday that would have pounded the track into smithereens for the Sunday National. History allows us only one other opportunity to compare, and I would have to say this year's Whispering Pines track in the 'Loops' for Round 2 of the series was the best it had ever been. This may be chance, this may have been because of quite a few factors, but one thing we know for sure is the prep. What Matt Lee was able to do with an unencumbered day on the dozer was a good thing. The Kamloops track seemed to hold together better than it ever had. There was lots of moisture down below and Matt was able to create some very interesting lines. I'm not saying this to put my chip in the game that I think all the Nationals should be on Saturdays, all I'm saying is that having a Saturday National makes for a better Pro National track.

I was talking to a few of the lads about how this could possibly be the case with Gopher, since realistically all you have to do is get the loader out, drag a huge bar around the track, and in no time have a pristine ultra-flat Gopher Dunes sand track. Ahh, if it were just that easy. Patience Travers; just because you have been in the Motocross TV production business for a few years doesn't mean you know anything about grooming MX tracks…well maybe a little. I did fall under the tutelage of Ralph "Chick" Schumilas for a brief stint in the dozer one scary Saturday at Shadow Valley Raceway, but it rained on Sunday so all of my hard work went for not. ➥

Once again the Saturday national didn't draw as many fans as we would of liked but as you can see hear a big crowd still turned out for some great racing.

By Marc Travers, Photos by Marc Landry

ROUND FIVE AT GOPHER DUNES:

THIS SAND IS SO DEEP YOU COULD DIG ALL THE WAY TO CHINA!!

20th ANNIVERSARY
MONSTER ENERGY MOTOCROSS NATIONALS

The thing about Gopher Dunes is that in order for it to be a truly pristine surface, it needs to be dragged, watered and packed. The packing is the key. Most of the riders would say this year's Gopher Dunes was the most rideable and raceable track they have been on in years. That doesn't mean it wasn't rough beyond belief, just not as out of control as in previous years, which I suppose played right into the hands of our current series points leaders. For previous Sunday Pro Nationals, there has always been a Saturday amateur day. After this amateur festival, Frank and Digger get to work to bring the track back to what looks like a nice, fresh surface, but without time for the track to pack, a lot of the big bomb holes are still down there, not fully filled in and not packed. Come Sunday morning, the Pro riders go out and almost instantly the track gets rougher than hell. You can see where I'm going with this. The lines on this year's Saturday Pro track may have been the best ever. That still did not help the other 39 riders in the MX1 and MX2 classes, but you get the picture. I think the track was a bit safer, as well, because there weren't as many big piles ups. So what does all of this rhetoric tell us? Maybe, not much! The cream, as always, rises to the top and the best riders end up finishing on the podium; not much changes from round to round. Sometimes you wonder what we race for. Well, someone has to win and this year someone has to be the best, and it just so happens that it comes with a changing of the guard. I like the tinkering the Schusters do to the track on a yearly basis. I think it keeps the riders focused and certainly keeps the TV production crew on their toes. The new start was interesting. I do miss the giant berm at the first corner but having the start in the middle of the track is a great idea. To be honest, I, like most who think this way, always know what's best for track design so I'll throw in my two "sense". Since the Gopher track is shaped like a boomerang, with the majority of fans mounting the big berm for spectating, I would treat the whole track like a big bowl. I would have giant berm corners all along the back edge facing the spectators and I would also have the gate right in front of the spectators in the middle of the track. The riders would stage in front of everybody, line up in front of everybody, take off, then come right back at the fans. Keep the most exciting part of the race right in front of the crowd, but that is just one man's opinion.

One of the things I love most about the "Break" and starting up the Eastern leg of the series is the addition of a new crop of riders. It would be nice to have all of the riders together for the entire series but you will never get that, so it is nice to see a few of our Quebec contingent, the Ontario boyzz, as well as a host of young talented Eastern Americans break the seal at the 'Dunes'. There is no questions riders like Brock Hoyer, Ross Johnson, the Petruskas, the Pfrimmers et al, were sadly missed on the line for the Courtland National, but we get it. This business is about dollars and cents (or is that sense?).

It always surprises me how good are Benoit and Tim Tremblay. Benoit maybe not so much since this is the first year Kaven has not run the entire series for quite a while, but Tremblay on the other hand, a former Factory KTM MX star, spends more time on sleds than MX bikes, but you can tell this guy is a natural. Every time he lines up in the East he is a threat to podium, and if you are not intimidated by his size, you must be as big as he is. He's a behemoth, along the lines of Kornel Nemeth. He is not the rider I want to bang bars with going into corner one. And what do you know, he arrives mid-series in the big boy class and podiums in the first moto on the toughest track in the series. Nice. ➥

Tim Tremblay has been a pleasant surprise in MX1 at the eastern nationals.

Women's National podium

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NOTHING ELSE COMES CLOSE

Benoit, as I said, may not be as much of a surprise. We knew his story coming in, touted as the Factory KTM support rider, injured badly in a snocross crash this winter, and was basically on the 180 day DL. Even if he was healthy, Benoit may not have gone out west, which to a few of the KTM brass may still be sitting in their craws. I'm not saying they didn't put their saddle on the right guy, I truly believe in Jeremy Medaglia, but it is nice to have a wing man with you out on the track. Maier has had Beaton all season. Even though he may not have needed him, they are a team. Plus, Benoit is a winner. He has won motos before, won the Montreal SX, and came in and won Moto 1 at the Dunes. Well, one thing is for sure, hindsight is 20/20 and if we knew then what we know now, my article may have a different tone. True brilliance!

A few of the surprises from the weekend, other than the obvious ones mentioned above, were the stellar performances of the "Fit as a Fiddle" Nathan Bles, "Little" Richard Grey and US Privateers Jerry Lorenz, James Roberts and Josh Clarke. A couple of riders who got great starts were former Factory-star-turned-father, Ryan Millar, and Intermediate 250 two-stroker #180 Ben Toye. What a couple of great stories. First, Millar has been away from the Canadian National scene for a few years, spent a little time south of the border finding some lines with mentor Ryan Lockhart, and then decided to make his comeback at Gopher Dunes. And what a great start. Millar is another one of those giants on the bike. So physically imposing but his Honda 450 hooked up great in the sand, and Ryan, who has had some success with fast starts in the past, rocketed out into an early lead. His podium speech was pretty funny. He was noticeably tired and probably not as happy about his finish as he was his start. Nonetheless, he proved once again that he has some skill on the bike. A couple of times per year we end up seeing a young rider, not too many people have heard of, come up and get a great start or two. Nicky Beatty was one of those riders last year. Not that people didn't know who Nicky was (how could you not?), he comes from one of the nicest families in the pits. But at last year's Riverglade race, Nicky scored a pair of Royal Distributing holeshots and got his chance to get up on the stage for some sponsor love. Well, Ben Toye may be an even more interesting story as we rarely see an amateur bag holeshots, let alone two. Forget about the fact that this was really the first time we had seen a rider (or riders) use to their advantage the new 250 2-stroke rule for Intermediates in the MX2 class. I think it was a pretty awesome sight, and sound for that matter, to see Ben's #180 blasting through the first corner with the lead. I know these riders; if they get a good start they want to finish strong, but winning is all about starts, as we know, so at least they can check this off the list.

You're not a human being if you did not find a soft spot for Ryan Lockhart this weekend. What a great story. Filling in for the injured Kyle Keast, the "Newf" or "Salty Jr.", as Dave McGregor calls him, rode for a great cause on Saturday. Gauldy's 50/50 pool, based on how Newf would do, raised $1500 for the Injured Riders Fund, but Salty's two good starts, including the second holeshot and his first lap lead, were truly epic. It even made John Nelson smile, although he is doing that more and more these days. Good stories…every round is full of them.

As Matt Goerke was extending his lead to almost 50 seconds in the first moto and over 30 in the second en-route to a clean sweep in the MX1 class, fans who were following the big red plated #5 were being treated to one of the most dominant performances the Gopher Dunes track has ever seen. I know it is hard to compare one individual ride or round to another, that is

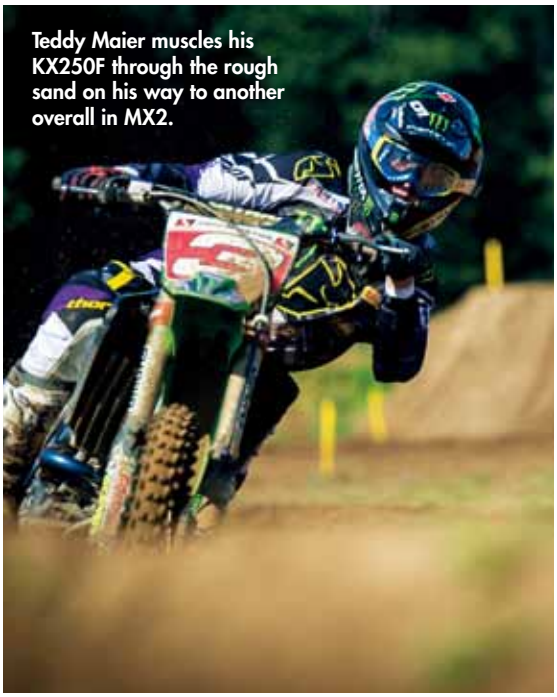
There was a new location for the start at Gopher Dunes this year. It was pretty cool to see D4 Machine Racing's Ben Toye (#180) grab both MX2 Royal Distributing holeshots on his 250 two-stroke.

It was great to see Nathan Bles back at the Gopher Dunes National. He showed he has a lot of skill by scoring 7th overall in MX2.

Ryan Lockhart made his "New Beginnings" comeback at Gopher Dunes. His results were not what he was looking for but "Salty Jr." was all smiles after grabbing the holeshot in the second MX1 moto.

ridiculous, but human nature always asks, what if? Was Goerke's 2012 performance at Gopher the best this track has ever seen? Some think so. I think he is by far the fastest sand rider we have seen at Gopher in a long time, I think even faster than John Dowd, maybe even JSR (Travers, careful now), but as far as comparing single performances, it sure was one of the best. I think back to how fast the Champ has been at Gopher, or Dusty in 2006 (which I believe was the best single ride day I have ever seen at the 'Dunes', just so we are all on the same page), or even some of the great rides from Colton Facciotti in his day. But Goerke has won an AMA event, so that puts him in a different league than most, except I suppose Dowdy, but he's a Legend so no need to compare. His flow, eye for lines (reminiscent of Blair Morgan) and throttle control are impeccable. I just finished watching all of the footage from Gopher and Goerke really is in a special place. As much as he looks great on hard pack this year, his roots are in the sand, and it is obvious. He is going to kick ass at Sand Del Lee. I hope the rest of the boys bring their shovels and pails. And really, what can you say about Theo Maier that hasn't already been said? His experience, speed and racecraft are at an all-time high. If Jeremy does not find a second or two or get uber aggressive, the MX2 title will go to Teddy, his second, which he fully deserves.

The 2012 Gopher Dunes National is in the books. I had a great time, plus my son Jonathan and I spent the weekend together, which in my eyes makes it a good one. Props to Monster Duff for getting JT up into the lift for the 2nd and 3rd motos; he had a ball. The Schusters, as always, did a great job with the track presentation and support, and Orton's track crew dressed up a gorgeous track …that's two in a row fellas; I suppose the weather helped. As far as next year goes, I'm sure we will see the Pro day go back to Sunday. I for one prefer Sunday Pro days. I'm not going to debate the dollars and cents issue for either side, both parties have their opinions, but strictly from a fan's perspective, which I am, first and foremost, the build up you get at the track with the amateurs riding on Saturday helps the mojo of the weekend. It just feels like something big is on the horizon. I'm sure if you were to decide that all of the pro races were to race on Saturdays, eventually it would become the norm and nobody would have a problem with it. For now, in Canada, I like the Sunday National. In Canada, Sunday is race day. We'll see you at the races. Travers, out.



Teddy Maier muscles his KX250F through the rough sand on his way to another overall in MX2.

GDR Red Bull TLD Honda's Tyler Medaglia tries to hold off eventual double moto winner Monster Energy Leading Edge Kawasaki's Matt Goerke. Both riders are amazing riders in the deep sand.

20TH ANNIVERSARY

MONSTER ENERGY MOTOCROSS NATIONALS

Going to a National Motocross race in Quebec is always something that I look forward to. The tracks are great, the fans are great and the poutine is pretty great too! This year's excursion to Ste-Julie started with seven guys in Gauldy's big white moto van and as you can well imagine the usual bickering ensued shortly thereafter. But once underway with everyone finally situated in their respective seats, the party started! We had a great time carrying on and swapping moto stories, and before long we were all in tears laughing and telling our best memories of races in La Belle Province. In the vehicle were of course Gauldy, Travers and myself, but also Head Referee Paul "King" Kingsley, MXP mag photographer Randy Wiebe, mobile camera director Eric "Verbiz" Verbeek and an injured Frankie Bellissimo's MXP Films replacement,Trevor Emery. A solid crew to enjoy the five plus hour drive from Toronto.

We arrived in sunny Boucherville, PQ on Friday evening in time to set up a little parking lot swaraez, meet more people and enjoy some end of day sunshine and a few pops before dinner. Another thing I love about being in Quebec is the food! You can take any restaurant chain from across the country and guaranteed it will be better in Quebec than anywhere else. I suppose they just care a little bit more over there, which is nice!

Saturday was pretty casual for most of us, so for me I just circulated around the pits catching up with riders and mechanics, looking for any tidbits that might be useful or interesting for our listeners, readers and viewers. It was a relaxing day highlighted by the second round of the Eastern Canadian Women's National motos, which were really fun to watch. I think having the ladies as the premiere event on their own day instead of being overshadowed by the Pro National is a plus that gives a certain special significance to the women's championship that was missing before. Heidi Cooke dominated again but it was great to see Kirsten MacDonald and Alexandra Raymond score some great rides. Can anybody stop Cooke is the question as the series heads to Sand Del Lee for the final two motos.

It was a beautiful day and with a little time to kill, I hi-jacked KTM Canada's Marin Rift Zone XM 7 dual suspension mountain bike and found some rugged trails to boot around on. And as an avid mountain biker, I was blown away by how good the rear suspension worked. My personal bike costs twice as much but this bike worked twice as good. Crazy, and now it is my mission to get myself onto one as soon as possible! ➥

The ladies blast off the line. Once again, Heidi Cooke stole the show but it was Alexandre Raymond (#15) that had the French fans on their feet.

By Brian Koster, Photos by Randy Wiebe

ROUND SIX AT STE-JULIE:

BENOIT AND KLATT SHOW US WHO'S BOSS

Okay, so enough of the small talk. Sunday morning comes early and the sun is in full bloom from the get go. Riders meeting, practice and timed qualifiers. Of course Matt Georke is the odds on favourite entering the weekend with nine moto wins out of a possible ten. Colton Facciotti is still hurting, Bobby Kiniry is healthy and on fire while Dusty Klatt is an even bigger question mark than Fatyotes. The big drama in the morning was Georke's big crash on the high speed step up on the second lap of practice. Matt hit a bit of a kicker while on the gas in fourth gear that resulted in a dramatic loop out that pretty much destroyed his pipe, air box, fender, seat and subframe. An expensive get off but luckily the rider was not hurt at all. His mechanic, Chad Goodwin, had the bike repaired and ready to go well before the call to qualify. But the biggest drama of all was Dusty Klatt's sick whips during the qualifiers, resulting with Dusty topping the time charts! An amazing effort and display from Dusty!

The Ste-Julie track is rich in history, situated in a beautiful valley just outside of Montreal. The picturesque facility is located no more than twenty minutes from KTM's head office, downtown Montreal and mere minutes from Motovan's Canadian headquarters. It has to be the best spectator track out of the nine facilities the Monster Energy Nationals visit each summer, and when the track crew gets the grooming and watering right, the place is awesome. The dirt is good and the crew brings in a nice sandy loam to mix in to make it even better for the big races. The front spectator section is supercrossy while the sides and back sections are pure GP. This year the grooming and watering was top shelf so kudos to the track guys for making this race a memorable one.

When the gate dropped for the first MX2 moto, it was the #28 of Spencer Knowles leading the charge who was awarded the Royal Distributing Holeshot. Right there was the #18 of Brad Nauditt, though he crashed in a deep rut at the bottom of one of many 180 degree off camber turns on the first lap. Knowles, who was riding well, held off a charging Jeremy Medaglia for many laps before Jeremy finally snuck by to take over the lead. Following Jeremy were series points leader Teddy Maier and local favourite and previous Ste-Julie winner Kaven Benoit. Once those guys fought past Knowles it was an epic three-way battle for the lead. Jeremy's defense was put to the test with Maier trying every trick in the book to get by, but to no avail. They were hammering hard while Benoit had to play catch up after a simple tip over but he was the fastest rider on the track. He eventually caught the lead duo from a twelve second deficit. So what ensued had everyone in attendance on their feet as the top three MX2 pilots put on a show with Maier eventually taking the win. After countless tries, Teddy forced the issue and moved into the lead, Benoit took second and Jeremy settled for third after a small bobble that opened the door for Benoit to get through. Meanwhile, Knowles and Dylan Kaelin rode their Yamahas extremely well to hold up the blue bike's honour.

The second MX2 moto had the crowd close to the fences with all eyes on local boy Benoit. He did not disappoint with a sweet holeshot while Spencer Knowles laid it down while dicing Nauditt for the "shot". Knowles, who had a similar crash in Calgary, was face down as the rest of the pack piled into him causing all kinds of chaos. Amidst all of this chaos was the #15 of "J Dags" who had to stop to avoid Spencer. Maier also didn't get the start he wanted, which allowed Benoit to check out to a fifteen second margin of victory at the checkers for second overall on the day. Maier took second and another overall victory, but with perhaps the ride of the day in MX2, Jeremy rallied all the way up to third earning third overall on the day. Hully Gully's Dylan Kaelin rode awesome again and GA Checkpoint's Knowles also charged hard up through the pack to finish strong. All in all it was quite possibly the most entertaining day of MX2 action this summer

With Dusty Klatt scoring the pole position, I felt a sort of vindication for upholding his good name this year. If ya thought the pundits were being hard on Facciotti, it was nothing compared to what was being whispered about Klatt. I never gave up on Dusty because I could still see his brilliance as a rider; he has ridden well all year. He has had a few untimely crashes and a little bit of weird bad luck but he still looked great on the bike when rolling. But to have a former champion of his calibre not even podium a moto after five rounds? Yes, that is weird. Considering how demanding and unforgiving this sport is both on and off the track, it's no wonder his abilities were being questioned. Facciotti, who struggled miserably a week earlier at Gopher Dunes, rode practice but opted not to race due to the nagging pain in his shoulder from an injury he sustained at round two. I know this was a hard decision for the focused, three-time champion.

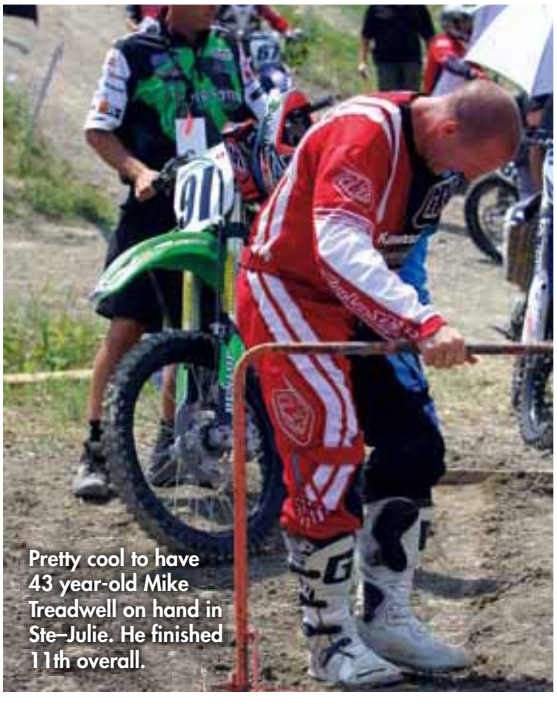
Morgan Burger ripped a nice holeshot in Moto 1 and held off Georke for almost a whole lap before Georke proceeded on his march to victory, but the racing behind him raged on. Klatt came on strong, eventually catching a fast Tyler Medaglia who crashed on the same uphill off-camber left hander that put him down in the morning sessions. Tyler had to retire and was taken to the hospital for X-rays on his left ankle. Meanwhile, Klatt had to come to a complete stop and back his bike up to get around Tyler then proceeded to put his head down and gain ground on Kiniry. Bobby, who sat second, looked able to hold the gap on Dusty until the end, but as we have learned in this sport, anything can and does happen. With everything looking set for the finishing positions, Bobby K took a high speed low slide in a silty right hand berm. Klatt, who recorded the fasted lap of the moto, roosted past to secure second with Bobby picking himself up to save third in the moto. Honourable mention goes out to Idaho's Morgan Burger and New Englander Josh Clark who never gave up and raced hard to the finish. Also it was nice to see "Iron" Mike Treadwell make the solo trek up to Canada. Mike rode well finishing just outside the top ten. ➥

"Honey" grabbing the Royal Distributing Holeshot.

Brad Nauditt #18, Parker Allison #23 and Topher Ingalls #19 battled hard all day long in MX2 action.

Young stars on the rise: Brad Lockhart #286 and Jared Petruska sky the step up.

The hero of the day: Kaven Benoit



Pretty cool to have 43 year-old Mike Treadwell on hand in Ste–Julie. He finished 11th overall.

Todd Sewell has raced the entire tour to date. The experience this young western pilot is earning will be huge for his future in the sport.

20TH ANNIVERSARY
MONSTER ENERGY MOTOCROSS NATIONALS

KTM's Dusty Klatt nabbed the Royal Distributing Holeshot in fine style rounding the first turn and motored away to a convincing victory in moto two. By the time the checkers fell he amassed a comfortable fifteen second margin over Bobby Kiniry who rode very strong on the #7 Yamaha. Monster Energy Leading Edge Kawasaki rider Matt Georke lost only his second moto of the year and had to settle for third but still walked away with second overall behind Dusty. Kiniry ended up with 3-2 scores and finished in the money taking home third overall. Tyler Villopoto rode like a man possessed and came from behind to take fourth in the moto. He has yet to make a podium this year but with rides like this he is bound to by season's end. He was very impressive and it was obvious he liked the track. He was all smiles and pretty pumped after the race. Jay Burke rode hard and was solid in fifth place for most of the race on his JBR Machine Racing Honda but had a few problems towards the end that set him back a few positions. Jay has been a solid contender all season and if he keeps it up could capture his best national number to date.

All in all it was an epic day of racing at Ste-Julie. Monster Energy had their usual bangin' set up and served up cold Monster Energy beverages to the thirsty crowd all weekend. The weather was perfect and the crowd definitely got their money's worth with all the on-track action, and of course it didn't hurt that local hero Kaven Benoit took the win in MX2. KTM took home both overalls so they were jazzed about the day, but no one was as jazzed as Dusty Klatt. The notorious slow season starter silenced all critics with his commanding performance. With renewed confidence, he is bound to make even more of an impact on the series with three rounds remaining. I for one can't wait! MXP MAG

TM's Liam O'Farrell rode solid all day and earned his best finish in 2012.

MX1 Podium – Bobby Kiniry 3rd, Matt Goerke 2nd and winner Dusty Klatt

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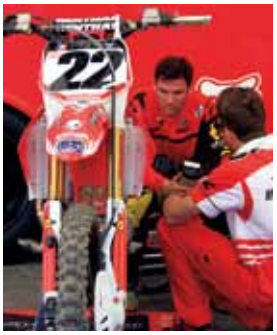


20TH ANNIVERSARY

MONSTER ENERGY MOTOCROSS NATIONALS

There's a certain feeling you get each and every time the Monster Energy Motocross Nationals enter the province of New Brunswick. It's a warm, heart filled, comfortable feeling as if you were in your own home. The Riverglade MX Park celebrated their 35th anniversary as a motocross facility. That's one great accomplishment and very unheard of in this industry. I can only count a few that have been around 20 years or more, but to go 35 years, continually progressing each year, making improvements and showcasing the very best the Atlantic region has to offer is a pretty special feat in itself. In today's world you find it hard to keep a MX track open because of government legislation, whiny neighbors or for insurance reasons. Not Riverglade. They have been through it all. If only the people that try to close our tracks down on a regular basis in other provinces saw the special family fun atmosphere that Riverglade offers, we'd have tracks growing at a steady pace. The Atlantic region makes us realize and cherish what we have in the motocross world. Thirty-five years and counting at Riverglade; this year was another amazing time to "Invade the Glade"

Prior to round seven, both the MX2 and MX1 classes have been full of drama. There haven't been very many different winners but the racing has been spectacular. Parody is the blood that helps keep the fans in the stands and that's kind of what we've had in 2012. Matt Goerke and Teddy Maier, aboard their Monster Energy Leading Edge Kawasakis, have been dominating along with a few orange bikes and one blue bike in the mix, but the classes are full of great riders that prove each weekend that no matter the points gap or the drama behind the scene, when the gate drops the BS stops and each rider gives it their all in hopes of winning or chasing a goal of being a contender. We saw that in Moncton this year. From a fan's standpoint, which I am big time, I see these racers trying so hard, which makes me feel so good about the future of these racers. Riders like Jeremy Medaglia, Spencer Knowles, Jared Allison, Parker Allison, Topher Ingalls, Brad Nauditt, Richard Grey, Keylan Meston, Jared Petruska and Dylan Kaelin are just a few in MX2. In MX1 you have Bobby Kiniry, Gavin Gracyk, Dusty Klatt, Morgan Burger, Jay Burke, Shawn Maffenbeier and more. All these racers know the light at the end of the tunnel doesn't shine bright at times, yet they still give it 110% each time they're on the track. That earns the respect of this moto fan more than they know. ➥

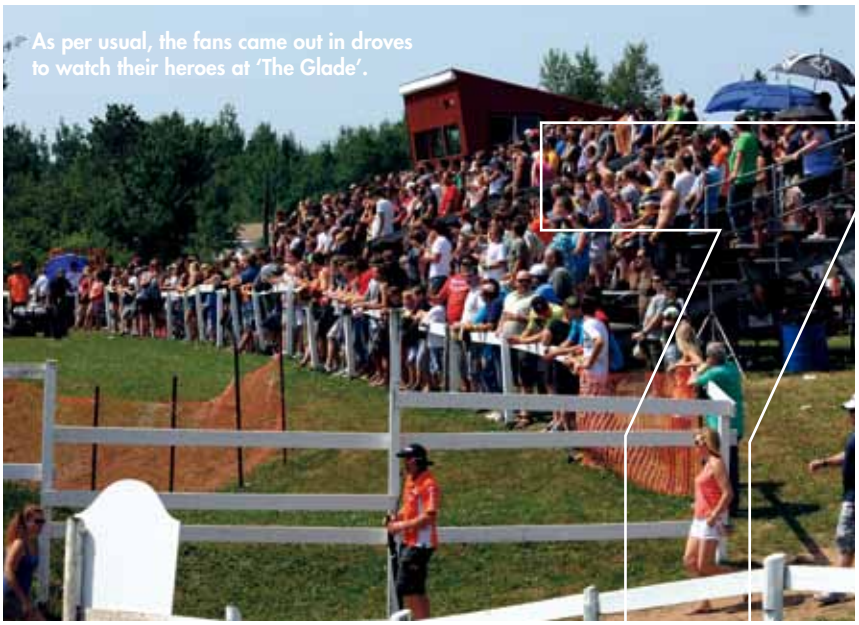
Duroy KTM's Kaven Benoit killed it at 'The Glade'.

By Ryan Gauld, Photos by Dan Thornton

ROUND SEVEN AT RIVERGLADE MX PARK, MONCTON, NB:

EAST COAST HOSPITALITY

This race was tough on all the riders; more so for Kyle Beaton and Tyler Medaglia than the rest because both riders DNFd both motos and look to be out for the rest of the season. All of the other racers had a hard time this year at 'The Glade' due to track conditions. Having amateur day run for so long the day before really made it hard for the track crew to do the best job they expect from themselves. It showed in the motos because of some dust and a track that was very hard for the winners of the races right back to the guys in 35th spot to read. All in all, everybody did their best. This race will go down in the books that had an inconsistent race track, according to the riders. Even though it has the most enjoyable jumps in the country, all the riders shared their thoughts on the track, most varying between good and bad. Still, the racing was great and once again showcased the talent of Matt Goerke and Kaven Benoit. ➥



As per usual, the fans came out in droves to watch their heroes at 'The Glade'.

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Kaven Benoit has always been fast, however, his consistency has always been questioned. He has never once finished 1-1 at a national since turning Pro but in Moncton all the ingredients came together to make for the perfect day for the young Frenchman. What we saw at the Riverglade track was a rider that should be a champion. Fortunately for the competition, he was unable to make it out west due to a crash in snocross that left him sidelined for months. Unfortunately for Kaven, his speed looks to be where it should be in order to battle for the title. You can always say what if this and what if that, but injuries are part of the sport and as it sits it looks like his injury may have stolen a championship away from Benoit. In Moncton, Kaven dominated both motos with ease. Good starts, confidence, control; I mean the kid just looked so on point that it's too bad an injury may have stolen a title away. Of course he will have next year but this sport just throws so many uncertainties in the picture that it's hard to swallow for a fan. Look what happened to Kyle Beaton at this round. He may never race again although it's in the very early stages of his injury. We all know Beats is as tough as nails but why did this have to happen to him at one of the best places in the country in front of a big crowd? It just doesn't seem right for either rider; so tough to figure out. ➥

Gavin Gracyk showed some serious skill on this day. The old Gavin reared his head and it was impressive to watch. He grabbed 4th in MX1.

Kaven Benoit and Kyle Beaton battle for the early lead.

David Strang was one of the locals to earn points.

Spencer Knowles has yet to put two solid motos together this year. He is super fast but he has to be a little more consistent.

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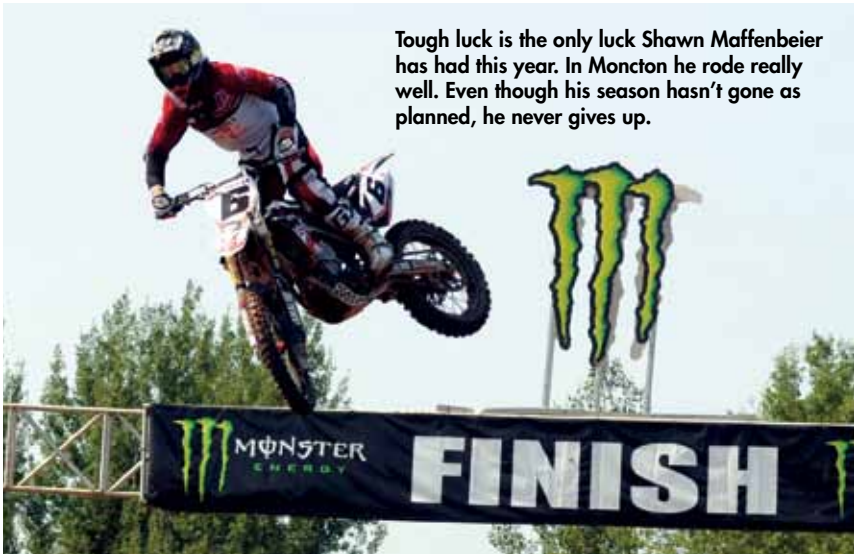
20TH ANNIVERSARY
MONSTER ENERGY MOTOCROSS NATIONALS

On the brighter side of things, Riverglade once again showed us its love for racing and it attracted thousands of admiring race fans. The stands were packed with beer guzzling and smiling, passionate fans from the east coast that were fortunate to see the very best race on a hot, dusty, tough day. How cool was it to see Davey Fraser take home the Brian House Memorial Award? He is the poster boy for inconsistent race results so far in his career. He just never seems to catch a break, but at this race in front of so many fans, he finally put two motos together and made it happen. He went 11-11 for 10th overall and earned the most respected award for his hard work. The pressure was on for Fraser to perform and this time it was a good one. It was very special to see and it was well deserved. MXP MAG



Tough luck is the only luck Shawn Maffenbeier has had this year. In Moncton he rode really well. Even though his season hasn't gone as planned, he never gives up.

Davey Fraser earned the Brian House Memorial Award for being the top Atlantic region rider.

Matt Goerke dominated with 1-1 results and grabbed an extra $200 in the final moto from Royal Distributing.

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YOUNG AND ON THE RISE

RICHARD GREY

BY RYAN GAULD

The year was 2001 when I entered the back shop at Machine Racing. As I walked in I saw this KX 60 with duct tape over the number plates. My racing number that year (54) was written in marker over top of the tape. Underneath the number it said "Mini Gauldy." I was like, "What the hell is this?" The boys explained to me who this little kid was that started coming to the shop with his parents. Richard Grey was his name and his father, Richard "Big D" Grey, had been coming to the shop with no clue how to work on the bike, but the kid was super fast. Little did I know then is when I would begin a long time friendship with the Greys. Richard is one of those racers that has oodles of talent and has figured out how to use it throughout most of his career. He became a multi-time amateur champion with ease for the most part, and has never really had to work super hard at anything. At other sports he is awful but motocross has come to this youngster like fish to water. Son of Tracy and Richard Sr., "Little Dickey" Grey has become a household name in Canadian motocross at the ripe age of 18. Racing as a Pro for only two years, he was picked up by the Rockstar OTSFF Motovan Yamaha team this year. They see something in this young star and took a chance for the 2012 season. So far it's been good but all of us know Grey has a bright future if he wants to take hold of it. I remember never having to work hard at all as well then once the Pro class became my regular class, it was a completely different story. I see the same growing pains with Richard Grey. Unsure of where he fits and uncertain if motocross is his future, he still shows us all that he belongs on a motocross bike whenever we watch his smooth, graceful style. ➥

YOUNG AND ON THE RISE

RICHARD GREY

Richard is just like any 18 year-old; no real responsibilities, strong family support and the world at his finger tips. His world is motocross…well, whenever he gets off his phone and actually has a regular conversation with human beings. Things are very easy for Richard at this point in time. His main focus is to go as fast as possible on a motocross bike. When he's not doing that he seems to really enjoy hunting, sledding, road biking and spending time reading romantic novels to ensure he's a sweetheart to all the ladies - Ha! – okay, the last one is a joke but Richard is a simple kid with a lot of talent in the sport he seems to love so much.

In 2010 he raced all the Eastern MX2 Nationals as an amateur and showed us that he has speed and skill. He led laps at Gopher Dunes, and even holeshot the best of the best with the yellow plates on his bike many times. He really showcased the future of Canadian motocross every time we had a glimpse of the #194. Though, as most know, sometimes what goes up must come down and that's kind of what happened in 2011 under the guidance of the Orange Motorsports KTM team. The team and Richard didn't see eye to eye on many occasions and it showed on the race track. Richard went from being a top prospect to a rider that was getting lapped by moto's end; too many times to count. What happened to the kid that we all thought was the future? Where did the confidence go? This sport is so tough mentally that the off-track problems within team pits and the lack of good results to keep the spirits up really affected Richard, but as usual he never showed much emotion. He went on with his day knowing that it had to get better. That it did at the very last round of the 2011 season in the hurricane-like conditions in Walton. He scored his best ever finish as a Pro by taking third overall in very tough conditions. They say that mud is a great equalizer.
Up to that point Richard was not a podium threat. That day was different. His attitude changed, he distanced himself from the team's negative vibe and everything just clicked. That really showed there was promise in his ability to fight through off-track issues, which led to him getting the factory ride for this past summer. Motocross is not always about what you can do on the track, but sometimes what you can do off. The maturity Richard showed at such a young age with the off-track drama was very impressive.

Now to this current summer: Richard has fit in where most expected considering it's his first year racing the entire series; new tracks, new competition, a new atmosphere and just a whole new vibe at the track. There have been flashes of brilliance and glimpses into what the future may hold. There have also been motos when you scratch your head as you watch him just ride around with no real aggression or purpose. These are just new experiences and growing pains that he will go through and eventually move past.
The hunger is deep within. As soon as he figures it out, look out racers because Richard Grey could be a threat to become a huge name in this country. If he can find that happy ground between pounding out hours at the gym, motos at the track and fitting fun time in between, he will soon realize his talent and potential. There is no telling what may come of this very calm, cool, collected character. All the ingredients are there. It's up to him to mix and make the perfect rider. He just has to want it. When he does he will prove why he is a Young Star on the Rise!!

EXPOSED **6X CHAMP** - To become a champion is one thing. We know many and how hard it is to win one title. Heidi Cooke just wrapped up the 2012 CMRC Eastern Canadian Women's National title boosting her count up to 6; quite an astonishing feat to say the least. In 2012 she had a perfect score winning all six of her motos. Supremacy is one word to describe her resume but "Legacy" is what she keeps writing every time she throws her legs over two wheels. Congrats to Heidi Cooke: The G.O.A.T (greatest of all time) of Canadian Women's Motocross.

Photo by Randy Wiebe

Kawasaki
25

EXPOSED **ROOKIE OF THE YEAR** - Renee Riendeau came out of nowhere for the Eastern Nationals. She's just another girl who loves to race. She decided that 2012 was the year she would race the entire series and showcase the hard work she has invested in to being a top level female motocrosser. Not only did she become the Rookie of the Year, she finished runner-up to Cooke in the series.

Photo by Randy Wiebe

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My brother and I used to ride bikes until it got dark. We both tried other sports but nothing did it like motocross, you know. That's the way it is now. I want to ride motocross, to race more than anything. Everything I do right now is geared towards racing.
FXR
FXR RACING

JAY BURKE

BY RYAN GAULD
PHOTOS BY MARC LANDRY

Canadian Motocross is in many ways a throw back to years gone by. The sport is still dominated by blue collar kids who work through the week to make it to the weekend. Mom and Dad teams fill the paddock with the hopes of making a career for their son but for most it's a passion that drives them to the track.

That passion is the reason Jay Burke is at the track every weekend. The JBR trailer sits parked amongst the big rigs and Jay Burke stands in the back of his Campmaster massaging oil into his filter. There is no mechanic this weekend, no one holding the pit board or changing the filter. Burke seems unfazed by it. "Honestly" he says rubbing the oil into the filter, "there aren't a lot of guys I trust to work on my bike. It would be easier, I mean it is so busy between motos, but I know I will do it right. And if I don't, I only have myself to blame." Burke is an old school racer, as they say.

The 25 year-old Hamilton native has worked since leaving high school plus raced Pro motocross the entire time. "I work in industrial plumbing with guys who know motocross, so it is cool". Finding balance in jobs and a consuming sport is tough for most athletes in motocross. Burke crashed a few years ago, bad enough that doctors worried he would never walk, never mind race again. "That was a pretty bad crash. When I was going through it I thought I was done. I didn't want to race again, but once I could walk it started… that itch to go racing again." ➥

JAY BURKE

Burke returned with his own team in 2011. JBR, on Hondas with familiar sponsors and people helping, returned to the National series. As the series crept across the country, Burke crept up into the top 15 in points. Unfortunately, injury would sideline Burke and he would drop down the points ladder by the end of the series.

In 2012, Burke's number has been up at the front of the pack. Career best finishes, confidence and his trademark blue collar approach have him in the top 10 in points. "I have tried four times to finish this series and each time some stupid injury has prevented me. I am going to do the work, practice, work and it will come. I believe that when you put in your work it will eventually come." That work may mean a single digit national number for the first time in his career.

"I rode a dirt bike every day after school," said Burke. "My brother and I used to ride bikes until it got dark. We both tried other sports but nothing did it like motocross, you know. That's the way it is now. I want to ride motocross, to race more than anything. Everything I do right now is geared towards racing." It appears to be paying off as Burke rounds the corner of the National series in a position to be one of the top 3 placing Canadians and top 10 in the series. Not bad for a plumber from Steel Town. MXP MAG

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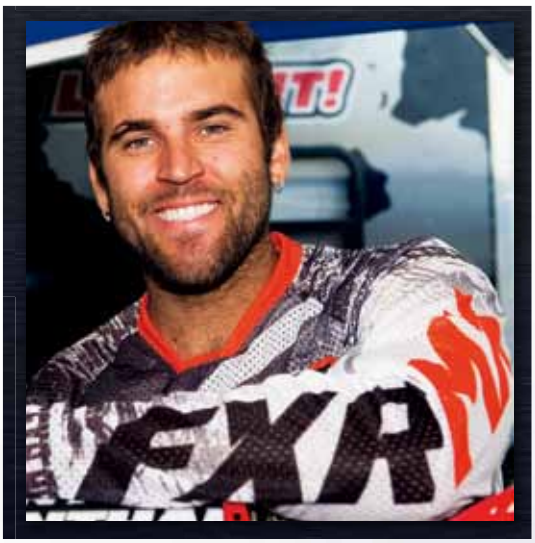

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AN INDUSTRY FAMILY FEATURING SCOTT LOCKHART

BY RYAN GAULD, PHOTOS SUPPLIED BY SCOTT LOCKHART

Some people can't get enough of this industry and others just pass through like a toll. The Lockhart family has been in the sport of motocross for three generations. Scott Lockhart has been in the industry as a racer and worker since 1971. Born Scott Harry Lockhart June 8th, 1961, he, like any young lad, began as a racer and progressed through the ranks to become a good Pro in the Atlantic Region. He is the father of two sons, Ryan and Brad, who both still race to this day. Family is very important in racing in order to reach any kind of success. The Lockharts are a close knit group; having a happy family involved in the sport they love so much spells success. I sat down with Scott to go over his career, his jobs, his two boys and his loving wife of 30 years, Roxanne.

Gauldy - Hey Scott, what's shaking on the coast today?
Scott - Just working away here, trying not to work too hard though.

G: That a boy. You shouldn't have to at your age.
S: Well, I have motocross careers to pay off so no time for being old.

G: Well, let's get right into Scott. When did it all begin for you?
S: Well, I got a QA 50 when I was ten years old and rode that thing around as much as possible. Then at 13 years old I got an XR 75 but I couldn't race anywhere because they didn't have a small bike class back then so I talked my parents into getting me a CR 125. In 1975 I started racing in the Junior class. I actually raced Robbie Cooke if you can believe it. He was in better shape back then and beat me in the Junior class. I moved up to Intermediate the following year. It came down to the last race for the championship and Robbie passed me with two corners to go to win. So you can see how long that rivalry has gone on. Robbie was always a good rider and a fair racer, so that was cool. I turned Pro in 1977 riding Suzuki. I actually won my very first race, which is usually unheard of. Bear Davis was the local hero back then but he had bike problems that day and I took the win. Then I was a second or third place guy for the rest of the year. But one very cool thing back then is that I won the very first race at Riverglade some 35 years ago. I like that memory. I also attended the very first school at Motopark that same year. We met a family right after that, the Cuzners. They invited me and my buddy I was travelling with to stay with them in Northern Ontario. We ended up staying all summer long and that's where I met some lifelong friends like Dave McGregor, Bill Fullerton, Jay Kimber, and Bob and Wally Levy. That's when Bill asked me if I wanted to do the Nationals. They were late in the fall that year. So we loaded up and went to BC, Thunder Bay, St Marie Dekent, and then Ste-Julie, the same Ste-Julie we rode at this year. I met Bill MacLean that year as well. In 1978 I rode Hondas and had some issues that year. In 1979 I got a phone call from Bill MacLean to see if I wanted to ride for Yamaha. Bill was the Director back then. Ross Pederson was on the team and I was the Atlantic guy. I broke my hip that year and didn't get to race much. I then got a job in the Yamaha warehouse with Bill and Jim Small working for the race team when they had tons of bike and parts. If you needed something you just grabbed it. It was pretty cool. Through this I met Rick Sheren and worked with R&M for a while and lived out west the entire time. In 1982 I moved back to Springhill and won the Atlantic Championship, which meant a lot then. ➥

Kawasaki
Racing Team

AN INDUSTRY FAMILY FEATURING SCOTT LOCKHART

G: Wow, that's a hell of a lot of information Scott. Did you continue to race in '83 and '84?
S: I raced and managed to get the title in '83 but it was a young kid by the name of Glen Hoar that gave me fits each race. Then in 1984 my son Ryan was born, which was a great day, but that year I hurt my knee real bad. I was off the bike for a while and was a young dad that needed a job. I got a job in an aircraft place in Amherst just down the road. I hated it; great money but boring as hell. I quit that job, which everybody thought I was nuts for doing, and went to work in the motorcycle industry. Lemans, which was Parts Unlimited at the time, was my first step and it didn't really pan out well. Action Accessories was the big shooter back then so I bugged this buddy of mine about getting a job with them. I bought a round trip plane ticket for $200 and flew in to get the job and became the rep for Atlantic Canada. Action was then bought out by Kimpex. Action was a big company but Kimpex got in some trouble financially. It came right down to the final hour and that's when I got hooked up with Motovan in the late '90s. I worked for them for ten years as the guy for the east coast. Then somebody in an office in Ontario didn't know what they were doing and split it all up. So what I had worked to build for ten years got taken away from me. I had some friends with Gamma and we went back and forth. I said "Just make me an offer I can't refuse" and that's where I am today.

G: You have been around and done a lot in this industry. Let's get into the two boys you have, Ryan and Brad. They're ten years apart so Ryan was the first racer. Tell me about that.
S: For Ryan it was pretty easy. He loved motocross right from the beginning. He motivated me to get back into racing. I won the Vet class for ten straight years while I watched Ryan come through the ranks. We went as a family each weekend and between the two of us we were racing 5-6 motos a day. There were lots of frustrating times but when I look back at it, it was pretty amazing. I'm very proud of Ryan and all he has accomplished, as well as Brad.

G: What's the proudest moment you have had with Ryan in his career?
S: When he won the Josh Damery race right here in Springhill this past spring. That one hit home with me. The Deschambault race in 2003 or the Toronto SX where he hit the podium were good but that Springhill race was something that I will never forget and brings a smile to my face each time I think of it. It was very special.

G: Ten years after Ryan you had Brad. Was that planned?
S: It was unexpected but a blessing in disguise. He started racing when he was three years-old. He took to it pretty good and he's done well. Believe it or not Ryan was very well behaved and Brad was more of the character. Brad was the one that was bad in school and a little more difficult. He has progressed over the last couple years and I see that he loves the sport. He's not into working on his bikes, which makes it harder for me. I work on the road; trying to get him to get his stuff ready usually turns into a mess so it's just easier for me to do it. I'm a huge fan of both my boys racing. It makes me very proud. ➥

For Ryan it was pretty easy. He loved motocross right from the beginning. He motivated me to get back into racing.

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AN INDUSTRY FAMILY FEATURING SCOTT LOCKHART

G: That's so awesome Scott that you have been able to share so much with your boys. You're also pretty deep within the political side of racing on the East Coast?
S: Well, I actually used to be the guy that ran the racing out here for CMA. They wanted to go in different directions so I had a meeting with Mark Stallybrass back in the mid-'90s and he really helped us get it going on the east coast. He catches a lot of flak for some things he has done but without him the racing out here could be lot worse off. I may have liked to see some things different now but he has done a good job for us out here.

G: Okay, I know you have some good Ross Pederson stories. Give me your best.
S: Let me tell you, that guy was an animal. I used to run this 5 mile leg around my house two or three times a week. Mike Harnden and I would do it. Ross came into town and when we started he just took off like a marathon runner. I was yelling out directions from four stop signs back. I have never seen any athlete like him, ever. Kyle Keast reminds me of him a little bit.

G: What do you see is the biggest change in the sport since you've started?
S: It's tough nowadays, so many of these kids are getting hurt so much more. The bikes are so much better and each kid is getting faster. Back in the day when you hit the ground, most of the time you got up. We used to say if you didn't crash you weren't trying hard enough. Everything is just so much bigger, faster and lighter. It sucks seeing all these kids get hurt at such a young age and that's the big difference I've seen. The other big thing is the money. I could be retired from all the money I have spent on myself, Ryan and Brad. It just seems to be getting more and more expensive. That's as scary as the crashing.

G: Ya, the crashes nowadays are getting scary but we know it's part of the sport. It's hard to swallow seeing a friend or family member get hurt. All the money we spend is crazy as well. The worst part is how to fix it.
S: Ya, I don't have the answers but on the east coast side of things I fought for a guaranteed purse for Pro racers. It's not a lot but it is guaranteed money for these kids. I think that's a good thing.

G: Well, Scott let's wrap this up. Any parting words?
S: I have to give a big "I love you and thank you" to Roxanne, my wife, for dealing with me and the boys for all these years. She has washed more dirty moto gear than I could think of. I love my boys and wish them a successful life and I will always be there for them. Thanks for doing this Ryan. It was really fun.

> I have to give a big "I love you and thank you" to Roxanne, my wife, for dealing with me and the boys for all these years. She has washed more dirty moto gear than I could think of.

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AMATEUR SPOTLIGHT

By MXP Staff

Denaye Giroux

Heading into 2012, Yamaha rider Denaye Giroux was coming off her best season ever. Having showed up at the 2011 Parts Canada TransCan fully prepared to win, she did just that, taking the Women's title. So far, this year isn't quite going as planned. After finishing second to Hailey Larson in the CMRC Western Canadian Women's Nationals, Denaye headed down the road to Raymond and the Western Amateur National. During the second moto, Denaye fell and suffered a shoulder separation and was out of the weekend. A few weeks after Raymond, we spoke to Denaye to make sure she was going to come to Walton to defend her title.

MXP: Hey there Denaye, sorry to bug you at work. How long have you been working at Schrader's Yamaha?
DG: No worries, it is good to talk to you. I have been here for seven years actually. It's a long time but I really do love it.

MXP: So you have been involved with Schrader's since you were a young teenager?
DG: It doesn't seem that long but yes I guess it has been. There is a great group of people here and if you're from Saskatchewan and love motorcycles, this is the place to be.

MXP: So the CMRC Western Canadian Women's Nationals ended a few weeks ago in Edmonton. Can you take us through that final round?
DG: Yes, for sure. For some reason Castrol Raceway has always been my favourite track and I usually do well there. I was excited heading into the final round and I really wanted to get a win before the series was over. I had been playing second fiddle to Hailey Larson since Kamloops and I was pretty sore from my crash the week before in Calgary. I had taken a handlebar to the stomach there and it was really painful. Having said all that, I just rode really well in Edmonton despite my injuries. I felt really confident. Although I finished second in the Championship, I was glad to at least get a moto win.

MXP: This series almost didn't happen, am I correct?
DG: Yes, the CMRC wasn't even going to have it this year but a few women racers, as well as a lot of industry people, joined together and approached the CMRC about having our races on the Saturdays of the National weekends. They agreed and it all came together.

MXP: So after Edmonton you headed down to Lethbridge for the Raymond Western Canadian Amateur National but that race didn't go so well for you.
DG: Yes, we went down to Raymond in hopes of winning a title there but it really didn't go as planned. During the second moto while I was leading I just came off a jump wrong and went over the bars. I landed on my shoulder and suffered a pretty bad AC Joint separation. But I'll be ready for Walton.

MXP: You're a defending Trans Can champion and you get to wear the number one plate.
DG: Yes, I know that (laughs). I will do my best to be ready.

MXP: Your class is always one of the most exciting to watch and that certainly does explain why it looks like there are no friendships on the track. Let's talk about Walton again. Do you like the track at Walton Raceway?
DG: Yes, I have always liked it. The dirt is good and the layout is fun. I also like how the schedule works during the week because we always seem to get out there for our motos when the track is good. The Lee Family has always done an excellent job with everything. I have read that there is going to be a concert and even more stuff to do off the track. I can't wait!

MXP: Yes, this year is going to be incredible. As a TransCan Champion and someone who has been to Walton several times, what advice would you have for someone who is going for the first time?
DG: I know it's easy to say this, but you just have to try and ride relaxed in all three motos. There is a lot going on and if it's your first time, it can be overwhelming. You just have to remember that you qualified to be there, like everyone else, so just go, ride and try to have fun.

MXP: That is excellent advice. Okay, one last question for you and then you can get back to work. Can you tell us one thing that not a lot of people know about you?
DG: That's a good question (thinking for a long time). I guess I am a really good dancer. I took dance lessons for a long time when I was younger. I did jazz, tap and hip hop, so I can definitely move my feet.

MXP: So, maybe now is a good time to tell you this. The podium at this year's TransCan is up on a stage, so if you make it up there are we going to see some of your dance moves.
DG: Definitely not!! No one wants to see those; maybe at the concert on Friday night but not on the podium.

MXP: Fair enough. Thank you Denaye for taking the time to speak with us. We hope to see you on the bike at Walton to defend your title from last year.
DG: Thank you for calling. I can't wait to see everyone at Walton.

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AMATEUR SPOTLIGHT

By MXP Staff

Dylan Wright

At the 2011 Parts Canada TransCan, Dylan Wright showed up on a Husqvarna 125 two-stroke and rode the wheels off it. It was these stellar rides last year that earned him the DMX Hard Charger Award. This year, Dylan has switched to Yamaha and it has been paying off in spades. On the eve of his trip down to Loretta Lynn's, we caught up with this young phenom from Richmond, Ontario

MXP: Hey Dylan, how's it going?
DW: Things are good, really good actually. We are just packing up for Loretta's.

MXP: What classes are you going to be riding at Loretta's?
DW: I will be riding the Schoolboy One class. I didn't get into Schoolboy Two so I am just riding the one class. This will be my second time going so I definitely feel a lot more prepared because I just know what to expect now.

MXP: I have never been down there before, but I plan to go one year, that's for sure. Tell us what your impression is of what it is like at that event.
DW: Well, it definitely is the biggest race in the World and once you are there it certainly feels that way. It is really cool because you know you are racing the fastest kids on the planet. It can be nerve-wracking but it's fun at the same time.

MXP: It is true that you need a golf cart to get everywhere?
DW: Yes, that is true. The track sits down in a valley so you have to always go up and down these hills. If you have to walk it can be really tiring. There are so many people there and so many motor homes that the pits are huge. Last time we went there we had to park one mile from the track, so we had to travel two miles just to go to the starting line and back. It was pretty crazy. Especially if it's really hot outside, which it almost always is.

MXP: How old are you right now and where do you call home?
DW: I am 14 years old and we live in Richmond, Ontario. Actually, we are just down the road from Sand Del Lee.

MXP: So I would assume that you ride there quite a bit.
DW: I try to get there two or three times a week to practice. I also have a track at my house that I ride quite a bit.

MXP: You had a really successful weekend in Deschambault a few weeks ago and actually won a new bike. Take us through that weekend.
DW: Yes, I had a great weekend there for sure. I really like that track. It was sandy, lots of hills and a few technical sections. There were a few fast guys there but I ended up winning the Schoolboy class and finished pretty good in the Intermediate class. At the end of the weekend I won a brand new bike from Yamaha for 2013 as part of their factory ride sponsorship program.

MXP: A brand new bike, that is awesome. I know Yamaha gives you a choice so which bike are you going to take next year?
DW: We are going to get a YZ250F for sure. I have been riding one this year along with my 125, so next year it will be time to go full time on the four-stroke.

MXP: Ok, so you have had some time this season on a 250F.
DW: Yes, not long ago I got on one with the help of Clark Mechanical so I have been riding that a lot. Also, Derek Medaglia is building me a race motor so if I end up racing the Sand Del Lee National I will have a competitive bike.

MXP: It sounds like your next few weeks will be very busy.
DW: For sure it will be, but at the same time it is going to be fun because I will be learning so much. I am obviously still young so right now I just have to try and learn as much as I can. Hopefully it will all pay off in the future.

MXP: Last year at the Parts Canada TransCan you were just so much fun to watch. You would always get bad starts on that two-stroke and then you would carve your way to the front.
DW: Thanks a lot, it was fun last year. It was tough though to always have to come back through the pack every moto, but I sure learned a lot throughout the week. I have always liked that track. The Lee Family does a great job of preparing it every year. I actually heard that they have brought in Barry Hetherington this year to do the track. I think that is great that Walton has hired him. He kind of got a raw deal with his track so it's good that he is back at it.

MXP: What classes will you be riding at this year's Parts Canada TransCan.
DW: I will be lining up in the Schoolboy class, the MX2 Intermediate and the MX3 Intermediate, so it is going to be a busy week for sure.

MXP: Well, I will let you go and finish packing for Loretta Lynn's. Best of luck the next few weeks and we can't wait to see you at Walton.
DW: Thanks for calling and yes, I can't wait to drive in those gates at Walton Raceway. It is a special place for sure.

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High Octane Human Performance

By Craig Stevenson B.P.E. (Hon), Founder and CEO, Action Brands Inc.

Youth fitness

Being the proud parent of a graduating 50 rider, I spend a lot of time on the peewee tracks, which allows me to field a lot of questions about the next generation of MX racers. The talent pool of riders from 4-14 is simply amazing; this is a result of advances in technology in both the equipment and the human body. Matching the human machine to the MX bike becomes an art and science at the same time.

In this column, I'm going to dedicate the entire space to discussing key performance topics for the younger generation, that just like the big guys race in 40+ degree weather, are prone to injuries, and have the desire to do their best every time the gate drops.

4-8 THE WONDER YEARS

So your neighbour has coerced you to try motocross and to your surprise your son or daughter shows some signs of true talent. You go and buy a shiny, new orange bike in hopes that they can snag a handful of trophies and give you some bragging rights along the way. Before your eyes, they seem to get faster every time you kick over their bike and send them off into the fresh loam. Let's look at the special needs of this age group if they are to perform at the highest level and enjoyment, and stay healthy along the way.

Physical Fitness – At this age your kids are probably pretty active, however if not, they should be doing some sort of vigorous daily activity. Improve their eye/foot coordination and reaction time with basic soccer drills and their explosive power with some pick up basketball. They'll get a great cardiovascular workout with some "Plyometrics" worked in from all of the repetitive jumping. ➥

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Nutrition – Like their older counterparts, these young athletes need certain nutrients to perform at a peak level. Sure, a fast food burger will get scarfed down from time to time but good eating habits that start at this age set the stage for future success. Protein, like lean sirloin steak, skinless chicken breast, eggs and even protein supplements like whey protein, is a perfect foundation for these kids. A good rule of thumb is for them to eat .8 to 1 gram of protein for every pound of their bodyweight. So if they weigh 65 pounds they should eat between 52 and 65 grams of protein. This should be combined with a balance of fruits and vegetables, and whole grain bread, pasta and rice.

It's also okay for active kids that sweat a lot to use a bit of salt on their foods. Salt is a great performance mineral that is regulated through the intake and loss of fluids. Their body's balance sodium and potassium with water so it's also good for them to eat high potassium foods like potatoes, bananas and cantaloupe.

Fluids – This is particularly important because this age group always thinks they've had enough to drink. Monitoring their intake throughout hot days is critical because they tend to "forget" that they're thirsty. Of course, I wrote an article on fluid intake in the last issue for adults; the same principles apply here. Starting at 27 degrees Celcius, kids should drink 1 oz. of fluid for every pound of bodyweight. Taking a 65-pound young athlete would mean they should be drinking 65 oz. of water a day, which is equal to 8 cups a day, or two liters. As the temperature goes up, they should be adding more.

9-14 Big Tracks, Big Growth, Big Changes

If your kid(s) makes it to this point, the novelty of another trophy has probably worn off and the frustrations of being a 50 parent are just fading memories. No longer can you pick your kid off the track when they fall… and you've been demoted from coach to mechanic, to "the guy that buys me bikes". With so many changes in this life phase, there are of course great opportunities to advance both physically and mentally, which usually sends you down a more competitive road or it's back to trail riding. Let's look at some of the dos and don'ts for this age group.

Physical Fitness – I always get asked "how early should my son start training?" My general answer is that this age group is when real workouts can start to be introduced. Even though their Epypheseal plates (common name – growth plates) will not be sealed in this age group, they are very capable of absorbing a lot of stress. Starting with cardiovascular training on bikes and running is a good idea. Adding in some designed agility drills will then add some extra explosive strength and much needed lateral movement. Basic weight training can be introduced, and contrary to popular belief, lifting weights will not "stunt their growth". Don't overload them at this age and make sure they understand it is to be fun and to help their riding.

Nutrition – In these critical years, nutrition can become more important if you're trying to get a leg up on the competition. Introducing a multi-vitamin to the diet is generally not a bad idea as it will help cover off any shortfalls that may occur. Increasing demands for protein stem from large growth spurts and much higher physical demands from riding the big tracks and having way more horsepower between their legs. Protein recommendations generally rise to 1-1.2 grams of protein per pound of bodyweight. Simply put, a 100 pound rider would need between 100 and 120 grams of protein per day depending on their activity level. Again, a balance of whole grain carbohydrates like rice, pasta and bread as well as fruits and vegetables will be key to staying lean and recovering faster.

Fluids – Just like the 4-8 year old age group, these athletes need adequate amounts of water and fluids. At 27 degrees Celsius, a 105-pound rider will need to take in 105 oz. of water, which equals 13 cups or 3.25 liters. As the temperature rises so should the fluid intake.

Without getting into deep specifics, these principals should guide you so you can make some wiser decisions about up and coming young athletes. By instilling good nutrition and physical fitness disciplines at a young age, it will pay off at a later date whether they become the next big Pro or not. It's a worthwhile investment to help your child not only gain a physical advantage over their competition but a mental one as well. If you have any specific questions regarding this column, just send me an email at info@action-brands.com and we'll get back to you as soon as we can. For more information on training, nutrition and supplementation for MX and other action sports, visit us at www.ACTIONETIX.com.

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We train the body, now train your mind; complete the picture

By Drew Robertson

Well here we are; the end of another great season of racing. I hope that everyone has finished the season strong and healthy!! Over the years, I have written about nutrition, conditioning, and how to lay out programs including riding as well as incorporating chiro and massage. Now I would like to touch on the mental aspect of training and competing. Some of us seem to have no outward signs of any problems. We come across confident and strong but in our heads we are worrying, we are second guessing. To become a true warrior, we need not only to be in shape physically but mentally as well. I have always believed that hard physical labour will help with our mental strength. Look at the military, for example. They combine hard, physical training with teamwork, honour and discipline to make sure they are mentally tough. Now, just to be clear, I do like how the military does some things but not all of their approaches I condone. For one, I don't think we need to yell and demean people. Instead of pushing people off the cliff, so-to-speak, we need to lead and have the person want to jump on their own.

Now before you go jumping off cliffs, let me explain. The cliff I'm talking about is the cliff of trust and absolute belief in your program and training. In the military they tear people down, break them both physically and mentally, then they "reprogram" them to follow orders almost without question. I'm not saying they become mindless zombies because some of the special-forces operators are incredible at adapting and thinking on their feet during missions. This comes from the rebuilding process. After they are torn down, they train them for endless hours on different techniques that they can then apply in different situations. So how the hell does this apply to you the racer? Well, think about this. If you have total confidence in your readiness, both physically and mentally, you would be a formidable force on the track.

So now let's get to the 'good stuff'. How are we going to tear you down and reprogram you to be able to confront any and all things that get in your way?? One of the first things we are going to do is train more outside. Training in the gym or with gym equipment lacks that 'real' world touch. Go get a big tire, a sledge hammer, fill two large sand bags, get some Olympic rings, and a mountain bike or road bike. Remember this: there is a difference between working out and training. Training is about using our bodies in the same manner that we race. Your program should always be evolving in order to provide as many different stimuli as it can in order to constantly challenge the body in new ways. Test yourself and see how far you can push yourself. My opinion is that people are twenty times more capable than they think they are. I always tell my athletes, fail, never quit. I have seen so many athletes quit before they are actually tired. Push yourself to new limits and change your comfort zone!!!

Breaking mental training down into categories:

ATTENTION CONTROL

YOU NEED to learn and become aware of your thoughts then determine if those thoughts are negative or positive because negative thoughts will sap our strength and our energy. They need to be stopped!! Positive thoughts, on the other hand, need to be focused. Now this sounds easy. It's my mind; I know what I'm thinking. This is easy however there are thoughts that pass just below our conscious, but they can affect our mood, drive and overall energy. Think of those hard training sessions when you get to the point you feel like you can't continue. If you let those tiny thoughts of I CAN'T creep in, or "what about my knee?", or "is my bike fast enough?" you will psyche yourself out and you will quit. WHERE YOUR MIND GOES YOUR BODY WILL FOLLOW. If you don't think you can beat someone, YOU'RE NOT GOING TO!!

BODY CONTROL

This is where we learn to control the body through breathing and concentration. I'll give you an example. You're watching a scary movie, the music is getting louder, you know the crazy machete-wielding psycho is under the bed, and the pretty girl is coming into the room. While watching this, your heart might start to race; your extremities might get cold as the blood in the body rushes to your core in a flight or fight response. This is an example of your mind controlling your body, though not through your conscious direction. We want to be able to direct the mind and thus direct the body. One thing I have seen work is breathing exercises coupled with visualization. Through breath control and thinking about certain things we were able to feel warmer. Think about it this way. If before a race, before you head out of the trailer, stop, close your eyes and breathe, and think about different areas of the track. Breath, think about the corners, breath and so on. This will calm you down and when on the track breath, relax, calm your mind!!!

BREATH CONTROL

This is about taking time and actually putting thought into something we do all the time without any thought. Try this exercise: inhale for 5 seconds, hold your breath for 5 seconds, exhale for 5 seconds, hold the exhale for 5 seconds, repeat for as long as you can. This will help with lung capacity and will calm the mind!! I have read a lot on this. One guy was talking about getting through HELL WEEK with the SEALS and talked about during the 14 mile runs he would just think about breathing. He would hold for a 2 count on the inhale and he was amazed at how time just flew by. He also talked about the times he didn't use this technique and how he struggled with the runs. When he concentrated on his breathing, the mind was calm and thoughts of failure or pain he was enduring were unable to enter.

CONCENTRATION

Concentration and breath control can go hand-in-hand however we want to emphasize the focus on the MOMENT - right here, right now. If you worry about the future or the outcome of a race, you can easily get overwhelmed. Take the race or the HARD workouts and break them down into smaller pieces. This way they are more manageable. Breath control will help with concentration, which will help with breath control, which will help with concentration. Working on one aspect of awareness will have an effect on another.

MEDITATION

It's developing the discipline of listening deeply while not actively thinking of anything. This sounds different. Think of it this way, take a deep breath and let your mind be still. You want to remain in this state until you're not thinking about breathing. Listen to your breathing and listen to everything around you without thinking about anything!! It's tougher than it sounds, but this will help clear your mind. One thing I have found it does is bring things to the surface that were lingering in the back of my mind. Maybe you're worrying about something and you're not even aware of it. Try to meditate each and every day. I like to do it in both the morning and again at night. We train the body, now train your mind; complete the picture!!! As always, if you have any questions, please email me at drew@evolvednutrition.com

PHOTO: JAMES LISSIMORE

Bobby Kiniry wins MX1 2012 Monster Energy Motocross National – Calgary, Canada.

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Saying Goodbye...

With Marc Travers

THE END IS NEAR...

When you finally put eyes to this column, you will most certainly be at the end of the magazine (that doesn't mean you won't hit it a few times more, cover to cover, because that is what magazines are for), and since it is supposed to debut at Walton, the end of the season is near.

It is really amazing how short the actual Pro season is. Nine weekends of mayhem compacted into two and a half summer months then we wait patiently for nine and a half more months for it to start all over again. I can't imagine what it must be like for a rider to put in as much preparation as they do only to get hurt early in the season or by Round 2 you realize you need to go back to the books to find more speed. You really only get one shot to make it happen, of course spread out over 18 motos, which sounds like a lot, but man before you know it a rider in each class is dominating and you feel behind the eight ball just as quickly as you got started.

This sport is so mentally demanding, that is, if your goal is to win and be the best. You really need to have a 3-5 year plan so you don't get behind mentally as quickly as you can in the points. Having said that, I truly believe it is vitally important, even if you are a privateer, to sit down with your team, which could consist of your riding / travelling partner, team hierarchy, parents, or maybe just you and a pen and pad of paper to really breakdown what went right during the season, and almost more importantly what went wrong. A lot of things that go wrong cannot be avoided but it is how we deal with adversity, hiccups, or bumps in the road that defines how quickly you move forward. You can always be more prepared, which can consist of how your rig is organized, how tight you keep your ship, or having the parts and pieces necessary to fix your ride on the road. You know what I mean. To become a real Pro you need to build a championship from the ground up, and it's not just about finding a ride in the factory rig. It's more about "how ready are you?"

I know every rider is different. Some work better flying by the seat of their pants, but to me preparation, and not only body and mind, and attention to details are 50% of the game. It is the same with everybody involved, to be honest. If you think about how many different people work to make the nationals happen and how many different things people do, it really is quite amazing. Like a bunch of bees in the hive. Everybody's got a job to do. Trust me, anywhere I can put an insect analogy into the conversation, one is going in. Being prepared is the foundation of smooth. As I always preach to my kids, be proactive, not reactive. For such a relatively small series, in terms of race series, there still is quite a few fingers in the pie and the more prepared we are on every level only provides a better product for the fans who come to watch.

THE SHOW...

I am constantly thinking about how we can make small changes to each race weekend in order to make the National day a better experience for the spectator. We need to realize that as much as we race for ourselves, our teams and our small moto community, in the end we are racing for the spectators, the people who actually pay at the gate to watch "The Show". There has to be a way to get more people out to the races, and once they are there, we have to ensure they have a fabulous time and confirm they will be back next year. I thought the Saturday national might have been a benefit to the spectator. Go to the show on Saturday, leave Sunday to stay home and get your house stuff done with a bit of relaxation. This may have worked, but if so, it will take time to get people on to the fact that it is on Saturday. Advertising works but maybe we need to find some new avenues to attack. Standard TV and radio ads are expensive and there is no question they work to some degree, but a lot of people don't listen to terrestrial radio anymore and a lot are not even watching regular cable or satellite TV. Maybe we need to think of many small ways to get the message out, more of a guerilla attack. Who knows? As far as the track experience goes, trying to keep the spectators engaged in the race I think is also important; maybe a LED post that shows the top 7-10 riders like they do in Supercross. For sure a superior sound system allowing the spectators to actually hear the live announcer race call will help. Some standardization here is in order. Maybe we could use greeters at the track to help enlighten the "new" spectators as to the hows, whys and wheres of being at the track. One thing is for sure, getting more people to track has to be priority one during the off-season. More spectators will mean more people wanting to ride, which should mean more bike sales. That gets the big ball rolling. I know the decision makers are constantly thinking also, hopefully the right mixture can be found...

SAYING GOODBYE...

There are lots of people who I won't get a chance to say goodbye to after the Walton weekend. A busy end of race day on Sunday, teams packing and leaving, riders dashing to the airport, a lot of goodbyes get neglected, and since we could possibly be scattered come Montreal Supercross, I thought this would be a good time to just say goodbye to everybody all in one sitting. That way I won't forget anybody. A lot of great friends have been made during my career in motocross and new relationships are forged everyday. It's been a great season. We'll see you next year in Nanaimo.

Travers OUT MXP MAG

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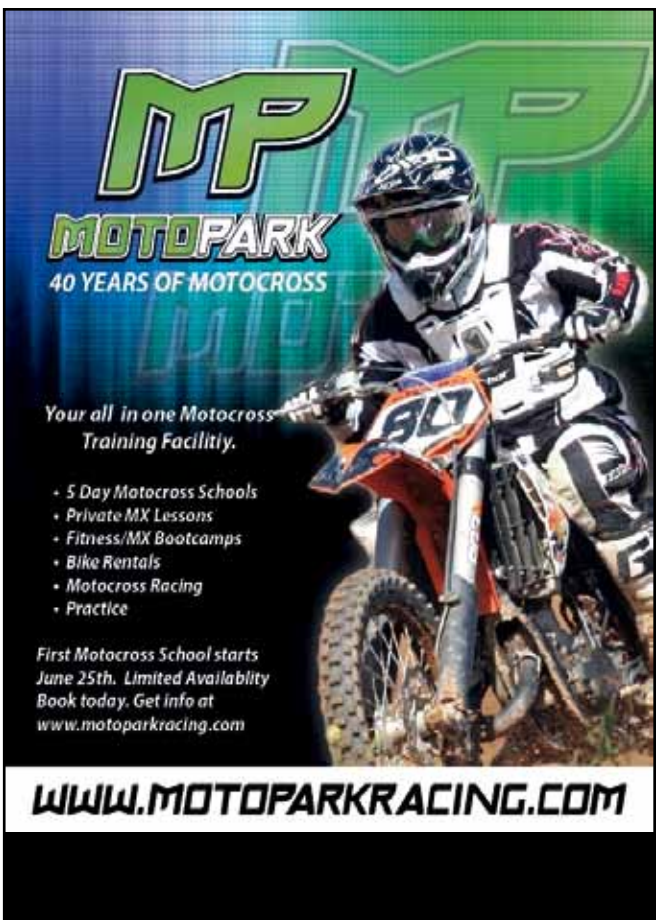
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